

Section Five

New Deal Case Studies Introduction

The New Deal affected nearly every aspect of American life in the 1930s. From recreation to public health to transportation and housing, New Deal agencies were involved in creating extensive changes that altered American life.

The following case studies attempt to highlight several important themes associated with the New Deal, including public health, housing, rural rehabilitation, conservation, recreation, education, transportation, and the expansion of governmental facilities. These themes were chosen by the project staff to suggest the broad-ranging impact of the New Deal that may not have been covered in the county survey section.

These case studies are not considered to be an exhaustive list of New Deal areas of interest. Rather, they are meant to highlight certain ubiquitous property types, explain their development by all involved New Deal agencies, and give examples of resources associated with the particular theme. Additionally, if a resource was located during field work that can illuminate the importance of the theme, it will be analyzed, and an integrity evaluation will be forwarded.

The scale for these analyses is on the statewide and East Kentucky regional level. In other words, these studies are meant to begin understanding of the theme on a local or regional level. More research will need to be done on the county or regional level to flesh out these important associations. If used along with local research, the themes should form an important basis for Criterion A nominations or for 106 assessments of resources utilizing Criterion A.

The New Deal and Transportation Infrastructure

It has been long recognized that roads were particularly beneficial to the rural parts of the Nation. Wide highways offer possibilities of easier and more profitable trade for the farmers; higher standards of living for his family; greater accessibility to schools for his children. Equally clear is the relationship between good roads and tourists—one following the other as cause and effect. Nor is the fact novel that the construction of roads puts many men to work.

Harold Ickes 1935. In Harold Ickes, *Back to Work*, 89.

The New Deal had its most intense effect on transportation infrastructure. In all likelihood, the roads, bridges, sidewalks, airports, and street improvements we enjoy today were begun or improved by a New Deal program.

Roads and Streets

The demand for evenly surfaced roads was immense in the early twentieth century. By the 1920s, the popularity of the automobile and state/federal policies fostered the construction of new, evenly paved roads.

Cars were quickly adopted by the American public upon mass production in the early 1900s. Across the nation, car ownership rose exponentially. In Kentucky, motor vehicle ownership rose from 20,000 in 1915 to 127,000 in 1921 to 1 million in 1958. (Harrison and Klotter 1997, 314). To accommodate the new machines, good evenly paved roads were needed. And, they were definitely lacking across the United States. Most roads had been undermaintained during the age of the railroad. They simply were not considered necessary. But, with the new automobile, the desire for better access, and the inauguration of the federal Rural Free Delivery (RFD) mail service in 1892, roads became a high priority for state and federal governments. Upon intense lobbying and pressure by the Good Roads movement, an alliance between automobile

advocates; progressives and women's rights advocates who believed that roads were essential to education reform; and bicyclists who could not navigate scenic country roads, the federal government became involved in road building across America through the 1916 Federal Aid Road Act. This Act provided monies from the Bureau of Public Roads to state highway departments. From 1923 to 1930, total expenditures for road and bridge construction, in fact, went from \$991 million to \$2,160 million, indicating a significant increase in the desire for roads. (Gayer 1935, 248). These numbers also demonstrate the efficacy of various federal road acts designed to increase federal and state participation in road building.



"Rural postman delivering mail to a mountaineer who lives up a creek bed where no cars or wagons can pass. Up South Fork of the Kentucky River, near Jackson, Kentucky." Photo: Marion Post Wolcott, August, 1940. (FSAOWI) .

The federal government became a long-term partner in road building upon the inception of New Deal programs. All major New Deal agencies participated in road and street construction, in order to provide work relief and to stimulate the construction and transportation industries.

From the CWA to the WPA to the CCC, New Dealers understood the importance of road construction as both providing employment and better communication networks. The American Association of State Highway Organizations in 1933, in fact, agreed that road building should be a priority in relief efforts. “In determining this important question of public policy—the place of road building as an agency of employment during the Depression—we must not lose sight of the central fact that it is imperative for the future of our American civilization to replace the dole with work, and that of all the means of providing work (other than the normal upward swing of the business cycle, which puts workers back on their normal jobs), road building is from almost every standpoint the most satisfactory.” (Mertz n.d., 19).

The federal government embarked on a major and ambitious road improvements project through the Works Progress Administration. The WPA offered labor-intensive jobs to boost the economy and provide improvements in local infrastructure. From 1935 until the agency’s dissolution in 1941, highway, road, and street projects accounted for \$4,418 million or 38.9 percent of total expenditures of the construction and engineering projects. (Howard 1943, 130). Another \$758 million went into sewer improvements that directly impacted street and road projects. (Howard 1943, 130). In Kentucky, road building was the highest expenditure as well. According to historian George Blakey, “heavy construction projects consumed a great deal of WPA money in Kentucky, making the state typical of national endeavors. The WPA undertook work on more than fourteen thousand miles of roads; seventy-three thousand bridges, culverts, and viaducts...” (Blakey 1986, 59). WPA road projects were conducted in nearly every county in the state. Examples of road projects in the study area include: Cannonsburg Road in Boyd County, Highland Road in Breathitt County, Abbot Creek Road in Floyd County, and Artemus Road in Knox County.



Typical WPA gravel road. Photo date unknown. (GP Collection).

The Civil Works Administration (CWA) also had a large, albeit brief, role in the road building frenzy. During its tenure from winter of 1933 to spring 1934, the CWA initiated construction of rural roads and streets across the Commonwealth. Kentucky closely followed the national pattern for CWA, as “255,000 miles of roadway” were repaired or replaced nationwide. (Blakey 1987, 56). Statewide, road projects numbered 1,552 and city street projects totaled 331, which together accounted for 50 percent of CWA undertakings. (Pyne May 1934, 6). All of these roads were graded and drained, then either repaired or newly constructed. For the most part, these roads were built of gravel, dirt, or cement bound macadam, as only 16,000 square yards of high type concrete pavement and 100,000 linear feet of concrete gutter and curb were laid. (Pyne May 1934, 7). A perusal of the CWA records for Kentucky



“Highway near Campton, Kentucky.” Photo: Marion Post Wolcott, August, 1940. (FSAOWI) .

indicates that all counties in our study region benefited from graded, drained, and surfaced roads. In McCreary County, for example, roads were the only type of project that was attempted, due to availability and low cost of local materials and a desperate need for better accessibility.

The Federal Emergency Relief Administration (FERA) work division was also responsible for substantial road building projects, especially between 1934 and 1935. According to the Kentucky Emergency Relief Administration records, 2,121 road, street, curb, gutter, highway, sidewalk, and path projects were undertaken between April 1934 and July 1935. (KERA 1935, 10). Of these, 163 miles of dirt road, 248 miles of gravel road, 32 miles of macadam road, and 2.5 miles of concrete road were constructed. (KERA 1935, 10-11). Additionally, 354 miles of macadam road, 29 miles of concrete road, 3,181 miles of gravel road, and 2,303 miles of dirt road were improved. (KERA 1935, 10-11). City street projects maintained a significant share of mileage, with 47 miles of street constructed and 391 miles of street repaired. In all, transportation infrastructure accounted for 61 percent of all KERA projects. (KERA 1935, 10-14). Very little evidence is available regarding KERA road projects in the study area. However, the 1935 KERA report indicates that five miles of Straight Creek Road in Boyd County was widened, regraded, and furnished with a gravel surface. The road was completed for a “total cost of \$15,664.67, of this amount the Federal and state relief funds expended totaled \$8,500.20 and the remainder contributed by Boyd County amounted to \$7,164.47.” (KERA 1935, 20). According to the report, the road “serves two primary needs: first it provides a badly needed outlet for the people of the community and will eventually make it possible for them to secure daily rural mail delivery service. Secondly, it has provided a worthwhile project for the utilization of local relief labor.” (KERA 1935, 20). The project was sponsored by the Boyd County Fiscal Court and planned by the County Engineer.

The description of road construction located in the KERA summary is useful when thinking about road building of the New Deal era. “As soon as line and grade were set by the County Engineers, a number of men were started on the construction of drainage structures and another gang began clearing and grubbing the right of way. When the latter group had made sufficient headway, a third set of workers began the excavation work and grading of the roadway. Upon completion of the excavation, the roadway was dressed and shaped with a tractor and grader furnished by the county. The next step involved the application of surfacing material which was hauled by trucks from nearby creeks. The gravel was spread to a thickness of six inches and a width of eighteen feet. A finishing crew followed with hand tools producing an even graveled surface and giving a final touch to the shoulders and ditches.” (KERA 1935, 20). In sum, road construction associated with the New Deal was highly labor intensive.

Typically known for its high profile federal projects, the Public Works Administration (PWA) was also a road builder, though usually under the auspices of federal and state transportation agencies. Under the initial legislation, the National Industrial Recovery Act, \$400 million was appropriated for Federal-Aid roads and an additional \$50 million was set aside for construction of park and forest roads. (Gayer 1935, 261). In fact, road and street construction comprised a large majority of PWA federal and nonfederal projects for the life of the agency. Most of this money went directly to the Bureau for Public Roads and was disbursed to state highway departments. In Kentucky, for instance, \$7,500,000 was designated from the Bureau of Roads in the first allotment for road projects, of which \$1,902,000 was spent on city streets.

(*Kentucky City* March 1934, 7). Of these projects, PWA and state monies were used to straighten “two dangerous curves” on Route 25 in London, and Jackson and West Liberty were able to repave their Main Streets. (*Kentucky City* September 1933, 14). The city of Worthington received a non-federal appropriation of \$6,123 for municipal road improvements in 1934. The 1935 renewal of PWA provided for \$3,726,271 for federal and state roads, and \$3,672,387 for protection of grade crossings, separation of grade crossings, and reconstruction or relocation of highways to eliminate grade crossings.

Lastly, the CCC were responsible for road construction. Though typically concentrated in state or national parks, the CCC also built roads in rural areas intended to connect isolated farming communities to each other and to potential markets. Examples of these types of roads include, McKee-Livingston Road in Jackson County, Sublimity Road in Laurel County, and Parched Corn Road in Wolfe County.

The Three Cs also constructed numerous truck trails, in order to complete the system of fire suppression in forested areas, and they built hiking trails to provide tourist access to recreational amenities. In addition to fire suppression, truck trails provided remote areas with all weather access to roads. (*The Wildcat* 11/28/36, 1). Before truck trails were constructed, local roads were frequently washed out during inclement weather. By using modern construction techniques, the CCC developed a road system that local residents could use year-round. Truck trails served as a dependable transportation system that had wide ranging benefits. “These roads open up a territory, rich in resources and thickly populated, that never had the advantages offered by good roads. Now, the people living there can get their products to market and in turn will find it profitable to produce more than they have been accustomed to doing, thus increasing their wealth.” (KHS, RG2001M01). The *Civilian Conservation Corps Camp Newsletters, 1934-1941* yielded information about the construction of 60 truck trails in the study area. A sampling of these truck trails includes Fugitts Creek Truck Trail in Harlan County, Sycamore Truck Trail in Johnson County, and Motley Fork Truck Trail in Pike County.



A CCC truck trail. Photo date unknown. (Kylie 1937, *CCC Forestry*).

New Deal Roads and Integrity

Most New Deal roads will need to be evaluated utilizing Criterion A for the association with road modernization in the state or in a particular locality. New Deal roads are somewhat difficult to evaluate, and will depend on the road encountered and its significance in county or state history. In general, New Deal roads do not retain their original paving materials, but may maintain the grade and original roadbed alignment. The latter are essential *design* elements in the assessment of these roads. Other elements of integrity to be considered are *location*, *setting*, *feeling*, and *association*. The road’s *setting* will be important to conveying its significance

as a rural farm-to-market road or as an urban thoroughfare. The *setting* must continue to convey these associations, and the road's *location* must not be changed. If the road possesses its *setting*, *location*, and *design*, it should retain integrity of *feeling* and *association*. In other words, integrity of *design*, *location*, *setting*, *feeling*, and *association* are important to convey the road's association with the New Deal. The road must convey a medium level of these elements.



Highway 15 in Perry County is an example of a WPA era road that has lost its integrity of design, and is no longer eligible for the National Register. The original alignment, an important element of design, no longer exists. As a result, the road does not read as a New Deal resource. Photo taken in 2004.

New Deal Case Study: Marsh Creek Road (McCreary County)

Marsh Creek Road, originally known as Salyersville Road, was constructed by the WPA in order to modernize McCreary County's road system. The road was described in the Goodman Paxton photo archive as, "one of the prettiest road projects in the state." (GP, PA64M1 Box 35, Item 3451). Currently, the road retains its original *design*, in that it appears to be of the same general size and configuration as it was in the New Deal era. The road was built without shoulders and remains in that condition today. Additionally, the road has the same basic *setting* it had in the 1930s. The photographs below show that the roadbed exists in a similar rural setting, defined by a valley and small mountains around its perimeter. The road's surface *materials* have changed. Currently, it is paved in asphalt. The original materials are unknown, but from the photos appear to be of crushed stone gravel or of a macadamized surface. In spite of this alteration, the road is eligible for the National Register under Criterion A for its association with the road modernization program of the local officials and the WPA in McCreary County. It retains integrity of *setting*, *location*, *design*, *feeling*, and *association*. Integrity of *materials* has been compromised, but this element is not as necessary in conveying the road's significance as *design* and *setting*. Integrity of *workmanship* is on the low end of the scale, since the design conveys a sense of *workmanship*, in spite of a loss of materials.



Marsh Creek (Salyersville) Road. "One of the best road jobs in the state." Photo date unknown. (GP Collection).



Marsh Creek Road, 2004. This road has experienced very few alterations and is eligible for the National Register for its association with New Deal road modernization in McCreary County.

Bridges

Since Native American settlement, bridges were constructed to ford particularly difficult crossings, over water or over gorges and valleys. As with roads and streets, bridges were a priority for most New Deal builder agencies. They were important in efforts to modernize the state's infrastructure. During the New Deal era, bridges were built for pedestrian, railroad, and automobile traffic. These bridges came in various sizes and design types and were constructed of diverse materials. The commonality among most New Deal bridges is the use of local or regional materials and craft traditions.



A WPA Bridge. Photo date unknown. (GP Collection).

In terms of typology, New Deal automobile bridges appear to be small to medium size beam (girder) bridges with a concrete deck and stone or concrete piers and abutments. “A beam or ‘girder’ bridge is the simplest and most inexpensive kind of bridge...In its most basic form, a beam bridge consists of a horizontal beam that is supported on either end by piers. The weight of the beam pushed straight down on the piers.”

(<http://www.uwlax.edu/globalengineer/draft/project/Types%20of.html>).

In the East Kentucky study area, many auto bridges have beam type concrete decks with stone piers and abutments. Examples of these types of bridges include the Main Street bridge in Whitesburg, and the Jeremiah and Ulvah Bridges in Letcher County. Just as commonly, though, New Deal bridges in the region were constructed with handmade concrete piers and deck, like the Nevelsville Road Bridge in McCreary County. An anomaly in the region is the Cornelia Street Bridge in Letcher County. This bridge was constructed of a stone arch design by Italian stonemason and Whitesburg resident, John Palumbo. The stone was quarried nearby, transported to the construction site, and dressed by skilled stone masons.

New Deal agencies also constructed several pedestrian bridges. These bridges were typically constructed of wood or log and were generally swinging bridges. The agency most associated with pedestrian bridge construction is the CWA.

No railroad bridges were discovered in the survey area, as of the writing of this report. However, it is expected that the PWA and WPA constructed these resources in our survey area.

All Kentucky New Deal work agencies participated in bridge construction. Bridges were considered part of the overall campaign to modernize roads and highways in the state. Between July 1935 and January 1938, the WPA, for example, were responsible for



Swinging bridge near Ary, (Perry County) KY. (FSAOWI).



WPA Culvert in Boyd County. Photo date unknown. (GP Collection).

320 new bridges and 410 bridge repairs of structures averaging 30 feet in length. (*Kentucky City* April 1938, 6). Of these, approximately 36 were built in our study region. Examples of East Kentucky WPA bridges include all of the structures in Letcher County mentioned in the county survey section, as well as the Pikeville suspension bridge (scan Patrick file), the Kehoe Bridge in Greenup County, and Tiger Road Bridge in Clay County. Another important bridge builder during the New Deal was the Federal Emergency Relief Administration. KERA partnered with local communities to develop 576 new bridges and 446 bridge repairs. (KERA 1935, 12). It is unclear

how many bridges were constructed in the study region, because of a lack of data. However, if the work of its antecedent the WPA is any indication, it is assumed that there were a sizable number developed in East Kentucky.

CWA and PWA also built bridges in Kentucky. As noted earlier, from November 1933 to March 1934, the CWA conducted nearly 2000 streets and roads projects, some of which also contained bridge projects. (Pyne 1934, 6). In our study area, the CWA was responsible for nine single bridge projects and four countywide multi-bridge projects, though the number is probably much higher due to a lack of uniform reporting standards for road projects. ((NARA RG 2920, Series 65-67, CWA 1934). The CWA improved and built several wooden pedestrian bridges in our study region. In Leslie County, for instance, a “number of rustic bridges were constructed over small streams, to accommodate the school children, making their travel to and from school more safe, and not making it necessary for them to rely on some log or timber that was temporarily thrown across the stream. These bridges were constructed of two or three long slender logs, that were trimmed and faced to receive cross slats, made of small poles to serve as bridge flooring. These bridges have side rails and make a very serviceable, picturesque and safe means of crossing the stream. Swinging bridges were also a project in this county, used for a similar purpose where the stream was too wide to permit the construction of the other type of bridge. These swinging bridges were supported with wire cable anchored at either end, to which were attached the supports for holding the bridge platform. The floor construction of this bridge was similar to that of the bridge above.” (NARA RG 2920, Series 65-67, CWA 1934, 1114).

PWA sponsored bridge projects in the state through the State Highway Commission and the Civilian Conservation Corps, along with other federal agencies. PWA also funded a few non-federal bridge projects. Approximately 14 non-federal bridge projects were conducted in the state, of which three are located in the study region in Cumberland (Harlan), Harlan (Harlan), and Prestonsburg (Floyd). (NARA Record Group 135, Entry UD-19). More research is recommended to further understand federal-state partnership in bridge building in Kentucky.

The CCC also constructed bridges for automobiles and pedestrian usage. These structures were mostly built in conjunction with state or national parks and typically employed the rustic architectural style associated with natural materials like stone and wood. Examples of CCC bridges include: Arch Bridge in Pine Mountain State Park, Bee Rock Bridge in Laurel County, Indian Creek Bridge in Jackson County, and Beech Fork Bridge in Leslie County.

New Deal Bridges and Integrity

Bridges constructed by New Deal agencies can be nominated to the National Register under Criterion A or C. Criterion C nominations should look at the bridge as an example of the particular agency's design values. For example, the WPA is known for its commitment to materials and workmanship, so a WPA bridge should retain those elements to effectively tell its story. In general, there should be a medium-to-high value placed upon integrity of *materials* and *workmanship* for most New Deal bridges nominated under C. On the other hand, New Deal bridges nominated under Criterion A can have a low-to-medium level of integrity of *materials*, *workmanship*, *feeling*, and *association*. Under both Criteria, the bridge must retain its integrity of *location* and its *setting*.



CCC truck trail bridge. Photo date unknown. (Kylie 1937, *CCC Forestry*).



Pauley Bridge in Pikeville. A WPA project. Photo by Burgess and Niple, Inc. 2005.

New Deal Bridge Case Study: Ulvah Bridge (Letcher County)

The Ulvah bridge in rural Letcher County was constructed by the WPA to cross over the Line Fork Creek. The girder automobile bridge used three distinctive stone piers to support the deck. These piers appear similar to stone masonry undertaken on other New Deal projects in Letcher County, in that they are massive, square cut dressed stone with raised mortar joints



Ulvah Bridge stone piers. Photo date unknown. (GP Collection).



Ulvah Bridge, 2004.

laid in regular courses. The material of the original roadbed is unknown, as the historic photographs only show the piers being constructed.

Currently, the Ulvah Bridge remains in its original *location* across Line Fork Creek, and retains its massive stone piers. The *setting* for the bridge has changed little since its construction, and the structure reads as a resource associated with the New Deal in Letcher County. The *materials* located on the deck appear to have been replaced in the last 30 years, though the massive stone piers remain in place. Therefore, the bridge has a medium-to-low level of integrity of *materials* and *workmanship*. The Ulvah Bridge is eligible for the National Register under Criterion A for its association with road modernization by local officials and the WPA in rural Letcher County. The structure overall retains a medium level of integrity and is clearly recognizable upon examination as a New Deal bridge.

Airports



"These are the members of the party of Federal Office making a flying inspection trip of airports throughout the country built or improved by the WPA. The photograph was taken just before their departure from the Washington, D.C. airport." November 1937. (GP Collection).

Airplanes, which were officially invented in 1904-05, became hugely popular with successful use in WWI, the speedy delivery of transcontinental mail beginning in 1918, and Charles Lindbergh's transatlantic flight in 1927. (Armstrong 1976, 187). As with automobiles, airplane enthusiasts and the US Postal Service alike needed some form of infrastructure to support their endeavors. But, the federal government did not see this as within their purview until the New Deal. Rather, federal officials insisted that airplane facilities were the responsibility of private industry or local government. A special governmental committee in 1925 stated this view rather succinctly, "Federal policy toward airports should be analogous to its policy regarding seaports and the encouragement of water navigation. In the latter field, the Government makes charts, establishes and maintains light houses, dredges channels, furnishes weather

forecasts and storm warnings, and provides for inspection and licensing, but leaves to municipal authorities the control of port facilities. In aid of air navigation the Federal Government should chart airways, establish and maintain emergency landing fields, furnish weather-report service, and provide for inspection and licensing, but leave to municipal authorities the control of airports." (Armstrong 1976, 192). The 1926 Air Commerce Act, signed by President Coolidge, provided for all the purposes stated above, excepting airport development. The creators of the Act believed that funding air facilities would bankrupt the federal government and enlarge the government beyond necessity. (Armstrong 1976, 192-193).

In terms of airport development, the first airfields were essentially mowed grass fields or level pastures. But, in the 1930s, with the development of larger and heavier airplanes, new facilities were warranted that would make use of longer, more durable runways, better drainage systems, improved field lighting, and some form of air traffic controls. (Armstrong 1976, 195). To get an idea of the dizzying speed with which airplane technology changed, consider this, "During the mid 1930s, most large municipalities had managed to prepare for the twenty-one passenger, twin engine DC-3s. By 1938, however, they were being urged to make further improvements to receive the forthcoming forty-passenger, four engine airliners. There were only five airports in the United States—Cleveland, Oakland, New Orleans, Memphis, and

Wichita—that could accommodate these forty-passenger planes...City fathers were not enchanted with the prospects of financing the necessary improvements. They knew all too well that following the forty-passenger airplanes would come even larger passenger carriers.” (Armstrong 1976, 194). In other words, new planes needed improved infrastructure in the form of longer runways and better paving materials; all of which fell within the scope of local financiers or local governments.

Upon the financial hardships of the Great Depression, local government finances and private capital were extremely constrained. Airport development, which had once been a growth industry, withered away to nothing. “Between 1925 and 1928, the number of airports increased by 30 percent. But, when the stock market crashed in 1929, airport development immediately declined. In 1930 private investors and municipalities spent \$35 million on airports; in 1931, \$20 million; in 1932, \$5 million; in 1933, a mere \$1 million.” (Armstrong 1976, 193).

Against this backdrop, the New Deal became involved in air field development. Between 1933 and 1945, the CWA, FERA, PWA, WPA, and Civil Aeronautics Authority (CAA) built 1,066 and improved 3,029 airports nationwide. The CAA, another New Deal agency, was established in 1938 in order to “establish civil airways, provide improvements for air navigation facilities, survey existing airport plants and recommend airport improvements, regulate air traffic along the airways, recommend safety measures, and investigate accidents.” (Armstrong 1976, 190). Many of the early 1930s airports were “minimal” facilities, due to a lack of adequate planning for new technologies and the absence of need for airport facilities in many small municipalities. Therefore, “about 60 percent of them subsequently returned to grass.” (Armstrong 1976, 194). Airports constructed under the CAA, WPA, and PWA generally survived and flourished post WWII.

In Kentucky, the CWA contributed greatly to the expansion of airports. According to a *Kentucky City* article in May 1934, “Kentucky as a state has lagged far behind in the matter of airport development. This is due in part to the sparsely settled condition of the state and also to the absence of large urban area within the borders of the state. Early during the CWA program, the Federal government announced a nation-wide program for the construction of emergency landing fields throughout the nation. This program provided that wherever a municipality would furnish the necessary ground, CWA labor and material might be utilized for the construction of an emergency landing field.” (Pyne May 1934, 6-7).



Federal Officials inspect Louisville airport, November 1937. (GP Collection).

Apparently state officials were interested. Nineteen airports were begun by the CWA in 1933. These sites were planned by the state, so that “an emergency landing field would be available from almost any point in Kentucky.” (Pyne May 1934, 7). Of these air fields, Middlesboro, Jackson, Louisa, Williamsburg, and Beattyville were located in the East Kentucky project area. Work on the sites ranged from grading an old airport in Jackson to building a new municipal airport in Williamsburg to grading and marking a new airport in Beattyville. (*Kentucky City*

March 1934, 7). Kentucky appears to have followed the national trends in terms of CWA airport development. A September 1937 Kentucky City article states, “Airports were begun under CWA, but there was no support to complete them, leaving fields under or undeveloped. Practically all cities of any consequence now have airports. Indeed under the urging of enthusiasts, officials and otherwise, many cities, villages, and even unincorporated rural areas acquired lands by leave or purchase for airports and did much work toward their development under CWA.” (*Kentucky City* September 1937, 6).

Upon the reduction of CWA projects, the KERA work division continued unfinished air field endeavors. In 1935, KERA lists 19 airports as being constructed, two improved, two airport buildings constructed, and two airport buildings improved. (KERA 1935, 13). Clearly, these 19 airports were hold over projects from CWA; since it is certain that little was accomplished in the way of airfield enhancements, as in November 1937, merely 18 airports are listed as operating in the state. (*Kentucky City* November 1937, 12). No details were included about the nature of KERA airport projects.

Very little data is available to document the WPA, PWA, or CAA involvement in Kentucky airport development. Currently, no CAA archives have been discovered for Kentucky. Perusal of the Goodman Paxton WPA archive suggests that there was one WPA airport project in the survey region, which was in Middlesboro, a former CWA project. In fact, a March 1936 synopsis of WPA projects indicates that one airport project was in process, which is likely to be the Middlesboro facility. (*Kentucky City* March 1936, 21). The only other airport known to have a WPA connection is the Blue Grass Field in Lexington, constructed by the WPA in 1941.



Middlesboro Airport, 1936. (GP Collection).

In any case, because of constant airport upgrades, it is unlikely that a New Deal era airport remains intact. However, if one does exist and it has a moderate level of integrity of design, workmanship, location, association, and feeling, it will be eligible for the National Register under Criterion A as representative of New Deal efforts to modernize the state’s transportation infrastructure. In the project area, Middlesboro, Jackson, and Williamsburg currently maintain airports. Survey has not been done yet to determine integrity of these sites.

The New Deal and Education

In addition to creating employment, causing a flow of building materials and stimulating industrial activities, it was PWA's aim to place in every part of the Nation school structures that would stand long after the program was ended as monuments to its social vision.

Harold Ickes 1935, Back to Work, 92.

But PWA has been able to help his [rural families] children to take advantage of the roads to secure a better education. PWA has money to spend for school buildings and for certain educational equipment and it quickly became aware of the link between roads and a new more desirable type of rural education. From districts where new roads were built came request for new schools.

Harold Ickes 1935, Back to Work, 89.

Educational buildings are a ubiquitous New Deal building type. New Deal school buildings and gymnasiums are located in nearly every county in every state across the nation that were built by the Works Progress Administration (WPA), the Public Works Administration (PWA), the Federal Emergency Relief Administration (FERA), the Civil Works Administration (CWA), and the National Youth Administration (NYA). It is important to remember that many New Deal agencies are responsible for school construction, not just the WPA.



Morgan County High School, a KERA/WPA project. Photo taken in 2001. The building is now used for city offices and a community center.

Education was an extremely high priority for New Dealers, second only to and certainly connected with improving transportation networks, like roads and streets. PWA Director Harold Ickes, one of the most influential New Dealers, states the essential nature of schools and roads as follows: “The new rural schools, made possible by good roads, are quite as modern as the best city schools. Where it was necessary to have eight one-room schools in the past, there is now a single eight-room school. The children are grouped together according to age and ability and they are taught by a teacher who is experienced in handling their particular problems..The larger and modern building has a marked effect upon the health and attendance, and in it is housed far superior equipment, both for education and recreation. Moreover, the consolidated schools serve importantly as a community center for the adult life of the area. The same rooms in which the children are taught, and the same buses, can be used to give



"County superintendent at square dance party during school pie supper near Jackson, Kentucky." Marion Post Wolcott, 1940. (FSAOWI).

people of the farms an opportunity for recreational, educational, and cultural activities hitherto denied to them." (Ickes 1935, 90). In sum, New Dealers thought that schools were important to the educational, social, and cultural life of the entire community.

Given this philosophy, it is no surprise that a large proportion of New Deal work relief efforts went to school building construction and school site improvements. The building program of the major long-term new Deal agencies was consumed by educational facilities. From 1933 to 1935, for example, the PWA, "had allotted approximately \$137,604,560 for school construction all over the country, including erection of new buildings, extensions on older schools, and repairs. Of this total \$126,646,363 were for State, municipal and district school buildings. Construction resulting from these allotments will total \$164,745,41, the difference coming from local school districts. In addition, PWA advanced \$10,958,197 as outright grants to Federal education institutions for buildings." (Ickes 1935, 91).

The WPA, for its part, also spent much money on school facilities. From 1935 to 1941, \$404 million was spent in constructing and improving school buildings. (Howard 1943, 130). This number does not include gymnasiums and athletic fields built at school sites. A selected number of accomplishments between 1935 and 1941 suggests the magnitude of these investments. 5,584 new school buildings were constructed, and 31,629 were repaired. Additionally, 5,898 athletic field and playgrounds were built, while 11,849 were improved. (Howard 1943, 127). According to a 1943 study, "Public buildings constructed or reconstructed included more than 110,000 public libraries, schools, auditoriums, or other public buildings. If only the new buildings constructed were distributed evenly among the 3,000 counties in the United States, each could have had about ten." (Howard 1943, 128). CWA, NYA, and FERA were involved to a lesser extent in school construction, mainly because their tenure was not nearly as long as the PWA and WPA. In spite of this, these agencies participated in school construction and repairs, as well as school landscaping and athletic field development.

Kentucky and New Deal Schools

Every county in the state of Kentucky has a New Deal school facility, whether it is a grade school, a high school, a gymnasium, or a university building. Some review of Kentucky school facility history is necessary to understand the impact of the New Deal on the state's educational plant.

The 1934 School Code was among the many measures intended to address problems within the school system. Based upon several successive studies, the school code attempted to codify existing school legislation into a single usable book, and add new legislation that addressed prominent difficulties. Perhaps the most important measure included in the act was the simplification of school administration. Before 1934, there were three types of school districts: the county, the city, and the independent district. The county districts covered the rural areas, while the independent and city districts were established respectively in small towns and metropolitan areas of the first four classes. Louisville, Lexington, and Maysville were

considered city districts by virtue of their exemption from the regulations of the 1838 school law. City and independent districts maintained superior schools because of the concentration of wealth and interest in urbanized areas. In other words, they had a wealthier tax base and a larger population of educated residents. Thus, they paid higher taxes and received schools generally equivalent to those across the nation. The rural districts, however, were poorer, and could not afford high quality teaching staff, good buildings, etc. Additionally, there was a need to keep children working to support the family. Therefore, there was less of an incentive to support school systems. The school code attempted to correct this problem by abolishing city districts, and maintaining independent districts only if they contained 200-250 white children of school age.

Many independent districts could not meet the new requirements and were forced to merge, along with the city districts, with the county system. While this had the effect of adding some interest and wealth to the county districts, it also began the process of school consolidation in Kentucky. School consolidation was the rallying cry for progressive educators and New Deal agencies working in the Commonwealth. Consolidation of small, “inefficient” schools into larger county schools was believed to be the only effective way to operate the state school system. Efficiency was not merely gauged in terms of financial expenditures. It was also measured according to the number and quality of educational programs that could be maintained. For example, a small one-room school did not have the funds to hire specialized teachers for graded programs, nor were there funds for better equipment or a larger building. The sole way to make this program feasible was to transport students to a central location where they could benefit from a large building with diverse spaces, like gymnasiums and libraries, and teaching staff with distinctive specialties. Additionally, students from diverse backgrounds could learn from one another. In a sense, the consolidated school became a small urban area in and of itself.

The ability to consolidate schools was related to improvements in the system of roads throughout the state, and to the affordability of the personal automobile and motorbus. Put simply, a navigable, consistent system of roads and a reliable form of transportation had to exist for this system to thrive. By the mid-1930s, a somewhat coherent system of federal and state roads was in place in the majority of the Commonwealth. Eastern Kentucky was not connected as thoroughly due to the difficulties in traversing this mountainous region. Thus, consolidation of the school system did not occur as rapidly in the eastern portion of the state.

By the early 1950s, there were merely 3,000 one-teacher schools in the state, as smaller schools had been merged into larger county schools. (Butler 1963, 125). When compared to the 5,000+ one-room schools in operation in 1936, this figure seems to indicate that the consolidation movement was somewhat effective. (Butler 1963, 15).



“Morris Fork School, built since Mrs. Marie R. Turner has been county superintendent. She is trying to consolidate all the schools and build them of stone since so many of the mountain schools have been burned down several times. She has been encouraging an activity program emphasizing creative arts and crafts using their native clay, wood and other materials. Breathitt County, Kentucky.” Photo: Marion Post Wolcott, September, 1940. (FSAOWI).



“Overcrowded conditions and poor equipment in rural mountain school. In Breathitt County, Kentucky.” Photo: Marion Post Wolcott, August, 1940. (FSAOWI).

At the same time, federal relief programs enhanced the school system throughout the state. The WPA, PWA, CWA, and KERA were the single most important element in the effort to consolidate schools. Federal building funds were used across Kentucky to construct new brick, stone, and frame school buildings, classroom additions, cafeterias, gymnasiums, and other related educational structures. Many of these substantial structures were built to accommodate students from one-and two-room schools in rural areas. The buildings were also meant to serve as community centers through utilization of the cafeteria and gymnasium for entertainment purposes, and classroom space for adult education programs. From 1930 to 1939, Kentuckians conducted 1,758 education-related building projects with a total cost of \$24,780,627. (Butler 1963, 16). The federal government contributed \$9,708,921 to the projects, which consisted mainly of construction of new buildings and additions. (Butler 1963, 16). In addition to this program, the federal government also contributed funds and expertise for a school lunch program in 1943. Thus, schools were able to operate cafeterias, instruct students on proper nutrition, and provide training in agriculture, industry, and domestic economy for students and teachers.



WPA School lunch program in Kentucky. Photo date unknown. (GP Collection).

In terms of actual agency involvement, the WPA and the PWA were perhaps the most successful in construction of facilities and improvement of school grounds in Kentucky. Through local sponsorship, the PWA contributed 247 university, elementary, and high school buildings to the state, or 41 percent of all PWA projects. (NARA Record Group 135, Entry UD-19). In our project area, the number of PWA school projects was approximately 45, though the number is much higher due to recording methods which grouped schools together as one project when held in a single county. Examples of PWA schools include: an auditorium/gymnasium in Artemus (Knox County), a school addition in Grayson (Carter County), and a high school in Middlesboro (Bell County). Typically, PWA schools and additions are large consolidated schools, constructed of brick or stone.

The WPA, which has become synonymous in many places with the New Deal, also conducted school projects in Kentucky. WPA schools can be large, consolidated brick or stone structures, or they can be smaller, one-to-two room schools built of frame. The type of WPA schools seems to depend on transportation networks in a county. For example, in mountainous Letcher County, between 38 WPA schools or school additions were planned; most of which were small, one-and-a-half story frame structures. On the other hand, in more level McCreary County, twelve school facilities were developed under the auspices of the WPA. All of these structures were built of stone or brick and most of the buildings contained between two and six rooms. This disparity seems to indicate that mountainous areas, with difficult road systems, constructed numerous small schools, while areas with better transportation and more level ground, built the preferred bigger consolidated school facilities. In any case, from 1935 to 1938, the Kentucky WPA was responsible for 310 new school buildings, 610 school rehabilitation projects, 90 newly built athletic fields and playgrounds, and 40 improved athletic fields and playgrounds. (Kentucky City April 1938, 7). In the East



Small two-room WPA school in Letcher County. Little Cowan School, circa 1937.

Kentucky study area, 139 schools, gymnasiums, and athletic fields were constructed by the WPA. Examples of these include: Campton High School (Wolfe County), Hitchens School (Carter County), Fairview Gym (Boyd County), and Carr Creek School (Knott County). The WPA also constructed facilities for African American school children. In our study area, approximately five WPA schools were constructed for Black Kentuckians in Hazard, Pikeville, Manchester, Harlan, and London.

The CWA, NYA, and KERA also constructed or improved schools and school grounds, albeit on a much less frequent basis. CWA is responsible for an estimated 17 school projects. The majority of these are multi-school endeavors in which the CWA repaired old buildings or made improvements to school grounds. For example, Breathitt County repaired and completed 30 county schools; Greenup County began construction of a gymnasium/auditorium that was completed under KERA; London (Laurel County) performed general repairs to its city school and built a new stone entrance and concrete walk; and Perry County initiated erection of the Hazard Colored School that was continued by KERA and WPA. Like the CWA, the National Youth Administration also made repairs to school buildings and improved school grounds. Though there is nothing close to a comprehensive project list for NYA, their priorities, which included “repair, painting and general beautification of city buildings and property, repairing and manufacturing furniture for municipal buildings and schools, construction of recreational facilities and landscaping,” indicates that they were definitely involved in school projects. (Baxter 1936, 20). In our project area, the NYA prepared a playground and tennis courts in Corbin, built five playgrounds in Middlesboro, and graded tennis courts and planted shrubbery on school grounds in Williamsburg. (Baxter July 1937, 11).

Lastly, KERA built seven schools with capacity of one to 50 students, seven schools with room for 51 to 500 students, and one school with ability to house over 500 students. KERA transferred 45 schools to the WPA work program to be completed. Additionally, KERA workers improved and made major repairs on 262 schools, and made minor repairs on 844 school faculties. KERA also constructed or improved twelve children’s playgrounds, 42 athletic fields, five auditoriums, and eleven gymnasiums. Examples of KERA school buildings include: Burning Fork School in Magoffin County, Caney School in Breathitt County, the Board of Education Building in Carter County (demolished), and Morgan County High School in West Liberty, which was completed by the WPA.



Smithtown School, McCreary County. An example of a large stone WPA consolidated school. Photo date unknown. (GP Collection).



Pikeville "Colored" School, circa 1938. (GP Collection).



Caney Consolidated School (Breathitt Co.). A KERA project. (KERA 1935, Annual Report).

New Deal Schools and Integrity

New Deal era schools are typically important to their respective local community for the association with the modernization and consolidation of small schools in a county. And, as noted before, the materials and design vary from county to county, and region to region. There is not one ubiquitous New Deal school building type. It will be necessary for Section 106 evaluations or National Register authors to look at school buildings throughout a county in order to show one school's importance.

To convey this significance, these schools should retain integrity of *location*, i.e. the building may not have been moved. However, the school program could have relocated elsewhere; the building does not have to be in use as a school. Integrity of *materials* and *workmanship* are also important. Given the highly labor intensive endeavors of most New Deal agencies, the craftwork on these buildings can be quite impressive. Additionally, the *materials* are typically local in nature, in that the WPA, CWA, NYA, and KERA always used locally specific material in their projects. PWA did not use local materials, typically, but the materials were of high quality nonetheless. The appearance of New Deal schools varies from one locale to another, based upon available native materials. In sum, integrity of *materials* and *workmanship* make these structures unique and should be considered in the integrity evaluation. However, when using Criterion A for a school's importance to the development of modern facilities in an area, the level of integrity can be moderate. In other words, removal of historic windows is not sufficient to make a New Deal era school ineligible. The entire building envelope, including structural materials, doors, windows, should be assessed to determine integrity of materials.



Carr Creek School (Knott Co.), 2004.

Integrity of *design* should also be a factor in any evaluation of a school. In general, New Deal schools should retain a medium level of integrity of design. They should not have received an addition that subsumes their original massing. However, an addition that can be clearly read as an appendage does not detract from this element of integrity. Additionally, their interior spaces must still read as a school, with corridors and classrooms in evidence. If the school retains a moderate level of integrity of *design*, *materials*, *workmanship*, and *location*, it should clearly present integrity of *association* with New Deal building programs. Additionally, integrity of *feeling* will be evident as well.

If a school possesses a medium to high level of integrity of *design*, *materials*, *workmanship*, *location*, *feeling*, and *association*, it should be considered eligible for the National Register. Integrity of *setting* is not necessary to conveying a school's significance usually.

New Deal Case Study: Whitley City Elementary School

Whitley City Elementary School was constructed by the WPA and the McCreary County School Board in 1937 for a cost of approximately \$75,000. The 13-room, two-story structure was built of local stone, and was completed in 1939. Like many other New Deal school buildings, Whitley City School utilizes an Art Deco/Moderne design. It has a flat roof, topped with concrete coping at the roof line and decorative stone quoins at wall junctures. Perhaps the most distinctive element of the building is the solid square cut, quarry-dressed irregular coursed stone work. Concrete lintels with colonial revival keystones sit atop the original six over six wood frame windows. The large building represents the New Deal era movement toward more efficient consolidated schools in the 1930s.



Whitley City School. Photo date unknown. (GP Collection).

Currently, Whitley City Elementary School serves as a first through fifth grade school. However, the school is set to close in the few months, upon completion of a new elementary school nearby. The fate of the original Whitley City School is uncertain.

The school remains in good condition. The building's *setting* and *location* atop a large hill in Whitley City has not been altered. The structural stone walls, its most distinctive materials features, look as they did at the time of its construction in 1937. The building has had two additions; one of which may have been built by the NYA as a cannery and farm shop. Both of these additions are connected to the structure by breezeways and do not impact the building's shape or form. Field investigations have also shown that the floor plan of the school has not experienced significant changes. Therefore, it retains integrity of *design*. Additionally, the school retains its historic wood windows and decorative lintel caps. It appears that the top window sash has, in most instances, been covered over by painted plywood. The main alterations consist of removal of the top window sash and replacement of the original wood double front doors. Enough *materials* and *workmanship* remain to demonstrate integrity of materials and workmanship. Therefore, Whitley City School has integrity of *design, materials, setting, location, feeling, and association*. The school is eligible for the National Register under Criterion A for its association with the development of large consolidated schools during the New Deal era in McCreary County.



Whitley City School, front façade. Photo taken in 2004.



Whitley City School, rear façade. Photo taken in 2004.

The New Deal: Housing and Rural Rehabilitation

Housing

During the New Deal, the concept of public-sponsored housing became a reality. At least since the turn of the twentieth century, there had been a movement to encourage the government to sponsor low-cost public housing for the “worthy poor.” For decades, reformers like Edith Elmer Wood and Catherine Bauer stressed that slums were breeding unhealthy families who were unable to escape the confines of poverty. (Wright 1981, 220). Bankers, real estate agents, and homebuilders countered these arguments with calls to stop socialistic public housing, as it would destroy the moral fiber of the poor and could destroy the market for private housing.



Example of “substandard” housing in Lexington, KY. Photo date unknown. (GP Collection).

By the time of the Great Depression, though, it became clear that the government would and could intervene to assist the poor in the housing crisis. In 1933, the National Industrial Recovery Act (NIRA) Title II created the PWA and included in its directives “construction... under public regulation or control of low-cost housing and slum clearance.” (Robinson, Bobeczko, Luisgnan, and Shrimpton 2002, 13). This addition did not happen accidentally, but was the result of many years of lobbying by the National Public Housing Conference, a nonprofit advocacy group.

Many of the government’s programs were concentrated in rural areas and concerned rural people. However, the PWA Housing Division focused on improving living conditions for the urban poor, though their main charge was to employ skilled workers in the construction industry. While initially experimenting with low-interest loans to limited dividend housing corporations, the PWA began the practice of direct governmental “slum” clearance by 1934. PWA officials would purchase slum housing, raze it, and construct new public housing in its place through the “Housing Division.” The agency would then select residents for low-cost rental units. Residents were selected from the working poor; the extremely poor were not invited to live in these initial projects.

In 1935, the PWA was restricted from direct construction of public housing by the Supreme Court. After this time until its demise in 1939, the PWA partnered with local or regional housing authorities to construct public housing. Within four years, the PWA “was responsible for destroying more than ten thousand substandard housing units and erecting almost twenty-two thousand new units in fifty-nine different projects.” (Wright 1981, 225).

Direct built PWA housing is known for its attention to quality, regional and experimental modernist design, and provision of amenities, such as refrigerators and indoor toilet facilities. Interestingly, these modern conveniences angered many private builders and home owners, as public housing was perceived as nicer than affordable private options. (Robinson, et. al. 2002, 13-28).

The typical PWA housing development has been described as follows, “public housing projects constructed in America between 1933 and 1937 are best defined as a grouping of multi-family, low scale, residential buildings which were organized on a site, around large open spaces and recreational areas, as part of a larger and deliberate plan.” (Robinson et. al. 2002, 21). The new housing was designed by government architects, who used a somewhat experimental approach in design and provision of amenities. (Wright 1981, 225). For example, designers were particularly intrigued with how to give residents air and light, as well as public art and shared amenities, like pools, playgrounds, and laundries.

In 1937, Congress passed the Wagner-Steagall Housing Act, further cementing the local-federal housing partnership. The Act created the United States Housing Authority (USHA) and charged it with provision of housing for the extremely poor. USHA furnished 60-year low interest loans, with ten percent down, to local governments for housing construction. “By the end of 1940, there were 350 USHA housing projects completed or under construction across the country.” (Wright 1981, 227). There are currently no known examples of PWA or USHA housing projects in the eastern Kentucky project area.

Many other New Deal agencies experimented with public housing. Most of these entities were not just concerned with housing the disadvantaged, but also providing them with employment, better land, and opportunities for communal enterprise. The most significant of these programs was focused on rural rehabilitation—of people and the land.

Rural Rehabilitation

During the 1930s, the Depression was not the only factor contributing to rural decline. All across the United States, but especially in the Plains, there had been a severe drought that further reduced farmer’s incomes. Regrettably, poor land management practices, combined with a lack of rainfall, caused the most severe conditions in the west and midwest of the country. Soil depletion and dust storms engulfed areas west of the Mississippi. Consequently, land abandonment and transiency became important problems. These factors joined to create a major rural crisis, even in eastern states such as Kentucky. Though there was a small-scale drought in Kentucky of the 1930s, the real issue was a decline in farm prices, the high rate of tenancy in the eastern part of the state, and large scale destruction of the land through over-farming and destructive practices of the logging and coal industries.

In order to address this crisis, the New Deal established programs centered on solving the farming problem. First among these was the PWA’s Subsistence Homestead program under NIRA Title II, which moved farm workers to experimental agricultural colonies and moved industrial workers into wholesome newly built suburban surroundings. The program attempted to combine farming with part-time work in industrial undertakings. In addition to these efforts, the Federal Emergency Relief Administration (FERA) offered small loans to farmers to educate them regarding soil improvement



Farmstead in Kentucky, near Hyden. Photo: Marion Post Wolcott, October, 1940. (FSAOWI).



Above: "Mr. Back, FSA borrower, with his new mowing machine which he purchased through a community cooperative FSA. Noctor, Breathitt County, Kentucky." August, 1940.



Below: "Josh Calahan's new home and new barn. Southern Appalachian Project near Barbourville, Knox County, Kentucky." November, 1940. Both photos: Marion Post Wolcott, (FSAOWI).

and proper farming techniques. In May 1935, both of these programs were condensed within the new Rural Resettlement Administration (RRA). The RRA, as noted in previous sections, was responsible for rehabilitation of marginal and sub-marginal farm lands and construction of new housing for displaced families. RRA constructed large scale discrete communities, like the suburban "Greenbelt" towns, as well as housing meant to integrate the displaced farmer into an already established community. The Farm Securities Administration (FSA) subsumed the RRA in 1937 and included assistance for tenant and sharecropper families as among its top priorities. Again, housing was constructed and rehabilitated through FSA. In general, these projects provided decent modern housing, but they also had as their charge an effort to rehabilitate residents.

Other New Deal programs that directly affected housing include the Home Owner's Loan Corporation (HOLC), which rewrote existing mortgages as low-cost long-term mortgages for urban homeowners. The Farm Credit Administration (FCA) did the same for rural dwellers. In all, HOLC "had rewritten more than nine thousand Kentucky mortgages valued at \$25 million" by April 1935, and the FCA "rural rescue efforts had cost approximately \$43 million in long-term loans to the state. The eighteen thousand Kentucky farmers and nine thousand urban dwellers who escaped foreclosure were doubtless grateful for the New Deal's willingness to establish precedent regarding property ownership." (Blakey 1986, 32-33).

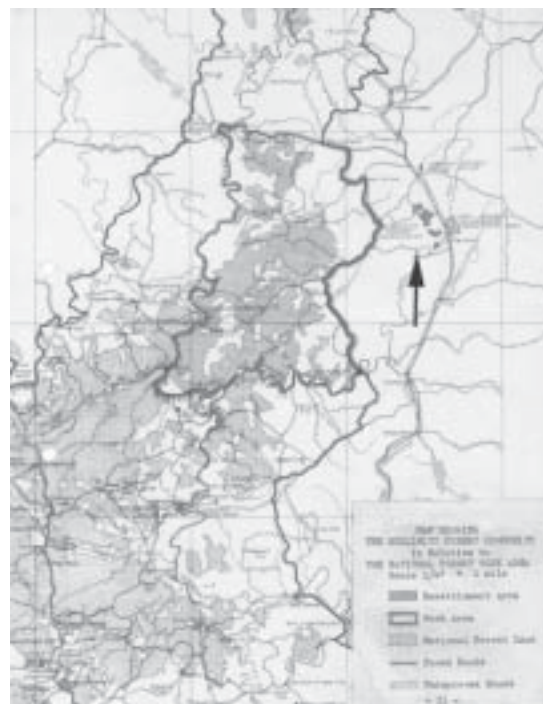
New Deal Case Study: Sublimity Forest Community

The Cumberland National Forest was formally established in February 1937 to include portions of Bath, Estill, Jackson, Laurel, Lee, Madison, McCreary, Menifee, Owsley, Powell, Pulaski, Rockcastle, Rowan, Whitley, and Wolfe Counties. (Collins 1975, 200-201). The forest had been in planning stages since at least the early 1930s and had gained the elevated status of a National Forest area, upon Roosevelt's advocacy. The Cumberland Forest purchase area, which contained some 1,338,214 acres, also included a large number of residents within its borders. 48,000 people or 8,000 families lived in the forest boundaries. (Collins 1975, 210). A great many of these families were permitted to stay in the forest area, though they had to sell their land to the US Forest Service and obtain special use permits to continue residence. General characteristics of the occupants of Cumberland Forest were perceived as being hard scrabble at best. According to a Forest Service Report, for example, "the average farm was 87 acres of which only 17 acres was harvested cropland; ...the value of all farm products annually was

\$759 and almost one-half the value of products was consumed by the family [denoting subsistence conditions]; ...4 percent had electric lights in the dwelling, 6 percent had running water, 3 percent had bathrooms—at this time this was 75 percent lower than the average farm in the United States.” (Collins 1975, 211).

It is within this backdrop that the Rural Resettlement Administration and the US Forest Service (USFS) established the Sublimity Forest Community. Initiated by the Forest Service, with regard to the impending national forest purchase area in 1933, Sublimity was developed under the authority of the Emergency Relief Appropriation Act of 1935. The RRA partnered with the Forest Service to create Sublimity Farms in Laurel County Kentucky and Drummond in northern Wisconsin. (Hedges 1947, 5; Haswell 1987). The project was administered by the Forest Service on the district level, and guidance and monies were provided by the RRA, which by 1937 had become the Farm Securities Administration (FSA). Sublimity became widely known across the state. *Kentucky City* magazine noted in its November 1935 edition that the “state was to have a new town known as Sublimity thanks to the Rural Resettlement Administration.” (*Kentucky City* November 1935, 12)

The project was to house, employ, and rehabilitate 66 marginal farm families who lived in the Cumberland National Forest area. The families were to lease small farmsteads from the USFS, and they were to participate in part-time employment in the timber or other USFS industries on the Cumberland Forest land. Lease payments were based upon the resident’s ability to pay and ranged between \$6.50 and \$12.00 a month. Additionally, families were to keep model farmsteads, subject to inspection by the RRA or the USFS. Sublimity residents were not required to sign a contract that specified their tenure in the community. Residents stayed anywhere from a few weeks to the duration of the project. In terms of residential selection, the process was



Map of Sublimity in relation to the National Forest area. (Hedges 1947, *History of the Sublimity Forest Community*. Hereafter Hedges 1947).



A typical farm house in the National Forest area. (Hedges 1947).



Sublimity housewives meet with the community social worker. (Hedges 1947).

somewhat complex and will not be dealt with in this case study, though some general principles will be shared. All families must have lived in the Cumberland Forest boundary area; all families must have two parents and children, though young couples intending to have children were approvable; men had to be between 20 years and 40 years in age, while the approvable wife was 18 years to 35 years; and the families had to meet certain income criteria. (Hedges 1947, 17).

Beginning in 1935, the USFS purchased a total of 583 acres of land from twelve separate landowners in the Laurel County Sublimity Ranger District. The land was adjacent to the forest, but not located literally within the preserves. The initial plan for Sublimity was to situate it close to the forest for ease of transport, but also to make certain it was distinct to preserve the virtues of “wholesome country life.” (Hedges 1947, 10). With these principles in mind, the Sublimity site plan was developed by the USFS landscape architect, D’Arcy Bennett, in conjunction with the University of Kentucky cooperative extension agents.

In 1936-37, Sublimity⁸ was constructed outside London (Laurel County) by 169 WPA skilled non-relief workers⁹ and 333 WPA relief workers. The community consisted of 66 farmsteads complete with: “1 dwelling house with appropriate landscaping 4,5,7 rooms, a well, gravity water system (hand operated from well), bathroom, heating stove, cooking stove, hot water tank, kitchen sink, septic



Sublimity Site Plan. (Hedges 1947).

tank, 1 combination root cellar and coal house, 1 barn, 1 chicken house (either separate or built into barn), 2.3 to 26.5 (average 6.8) acres of farm land (well fenced), 1 graveled driveway, 119.6 acres of farm land in 9 tracts, ranging from 5.3 to 37.4 acres available to community occupants for pasture and cultivation on the basis of need and desire.” (Hedges 1947, 27). The houses themselves were referred to as Type 6A (5 rooms), of which 13 were built; Type 7A (5 rooms), of which 15 were built; Type 8A (4 rooms), of which 18 were constructed; and Type 9A (4 rooms), of which 15 were constructed. (Hedges 1947, 17). At this time, it is unclear what the difference was among these types in plan, as no floor plans have been found and sufficient field work has not been attempted. In addition to the domestic realm, roads were built and improved within the community; a community center, a warehouse, and a supply shed was constructed; and general landscaping was done throughout the project area. No schools or commercial enterprises were developed by the government to serve the

⁸ The name Sublimity does not refer to some New Deal state of utopian living, but was the name of the area prior to the establishment of Sublimity Farms.

⁹ Non-relief workers were laborers chosen from the free marketplace, based upon skills needed for a project. It was WPA policy to select workers from local relief rolls first. In some cases, though, it was necessary to employ skilled laborers off established unemployment lists to construct a particularly technical project.

community. Therefore, Sublimity was never intended to be a self-sufficient community, like the RRA's "greenbelt" communities.

In addition to the WPA, other New Deal agencies shared in the construction of Sublimity. The CCC constructed the combined root cellar/coal houses, and performed routine maintenance and repairs on the property, including road improvements. The NYA assisted with maintenance tasks as well, like painting and yard work. (Hedges 1947, 6 and 41). NYA female students also participated in home-making tasks and used ten of the houses as residence centers. (Renneisen 1941, 4). "The NYA houses sixty girls from Laurel and surrounding counties for thirteen days at a time. Then another sixty arrive for a similar length of time." (Renneisen 1941, 4). According to this article, the girls learn homemaking skills, "the hard way," that is through utilizing methods they would employ in their own homes.

Houses within Sublimity were built of frame construction and were clad in wood siding. Most of the houses had six-over-six wood frame windows with non-functional ornamental shutters. A brick chimney was visible on the roof's ridgeline and the house's entry was either on the eave side (long end) or located facing the driveway on the gable end. Occasionally, houses had both types of entryways. There was no roof overhang; the roof ended flush with the walls. This eave treatment created issues later on with drainage. All of the house types had front and side porches and stone or concrete block foundation walls. Additionally, houses had a fully modern kitchen, sanitary facilities, and a small water tank in the attic. The outbuildings, which were located adjacent to the house in the domestic yard, were also constructed of wood frame. The small barn (14' x 20') was built with board and batten siding and had two levels. The top story was a hay loft, as there were two large doors for easy loading and removal of hay, and a hay hood with a fork. The bottom level was probably meant for storage. The large barn (16' x 20') appears to have been frame construction as well. Large barns always contained a chicken house within its walls; domestic yards with smaller barns had separate chicken houses. No good photos could be obtained of the larger barns, but they appear to be of vertical board construction. The combination root cellar/coal house was similar in appearance to the small barn in its use of board and batten siding. Apparently, the combination structure, which was designed by architects in the "regional office," was fraught with construction failures and had to be rebuilt within a year by the



A type 9A house in Sublimity. (Hedges 1947).



A type 6A house in Sublimity. (Hedges 1947).



A small barn at Sublimity. (Hedges 1947).

CCC. (Hedges 1947, 28). According to descriptions, the original structure set on posts and had four-inch thick sawdust-packed walls. The redesigned building had a concrete foundation and ten-inch thick walls.

In spite of a few construction difficulties, the community's soundness was instantly praised by RRA officials. Mr. Irwin of the RRA wrote, "This is a construction record about which the Forest Service may justly find great satisfaction. In addition to the excellent time record, the quality of craftsmanship is to be praised. The workmanship is excellent from foundation to roof." (Hedges 1947, 24).

In 1945, Sublimity was liquidated by the USFS, due to improved economic conditions after the War and a desire to disengage in experimental housing projects by the USFS and the FSA. The farmsteads were placed up for sale and began a long tenure in private ownership. It is not yet evident whether Sublimity residents purchased their houses at this time. More research needs to be done on this matter.

In terms of the sociological impacts of the program, it is unclear whether Sublimity was a "success." At least 103 families lived in the community with an average occupancy of 18 months. (Mastran and Lowerre 1983, 60). According to Hedges, the majority of the residents were better off, though his statistical analysis shows that most families returned to tenant farming. (Hedges 1947, 71). In the end, Hedges states that, "the seasoned consensus appears to be that except for experimental and demonstration purposes such projects have little or no place in our economic and political and social set-up." (Hedges 1947, 80).

Case Study: Sublimity Current Conditions

The community of Sublimity has received reconnaissance survey work by KHC project staff. From this initial field work, it appears that many of the Sublimity houses remain standing and some of the barns and outbuildings are extant. However, it also seems that much of the original land surrounding the houses has been subdivided and contemporary housing has been constructed on these new lots in the last 30 years. As a result, some of the setting of Sublimity has been destroyed. In other words, Sublimity seems to have been subsumed by suburban development from the city of London. More work needs to be done to prove this assertion. If true, this does not mean that the community is not eligible for the National Register of Historic Places. Rather, it may be that smaller areas untouched by modern suburban development or single farmsteads would qualify to be listed in the National Register; a district approach may not be warranted. Therefore, it is recommended that a focused study and intensive field work be done in Sublimity, in order to determine eligibility.

During field work, project staff surveyed one original house at 611 Sublimity School Road.¹⁰ The dwelling appears to be a Type 6A house with five rooms. Entry to the house is on the side (south façade) directly into the original porch, which is now an enclosed vestibule. The first room encountered is the living room. The room retains its original wood paneling, though it



House at 611 Sublimity School Road, 2004. South façade. Rear façade of 611 Sublimity School Road, 2004.

has been painted a lighter color. The original stair is situated against the far wall of the living room and leads to two small bedrooms on the upper story. A hallway is located off the living room, through which the bathroom and master bedroom can be accessed. Entry can also be made into the combined kitchen/dining room area from this passage. The kitchen/dining area can also be accessed near the front entrance.

The house retains its original wood cladding, however, many of the windows have been replaced and a new porch has been appended to the south façade of the house. A dining room and bedroom addition has been made to the rear (east façade) and south façade. None of the original outbuildings survive. In sum, 611 Sublimity Farm Road has had many alterations, but they do not significantly detract from its original appearance. The house is clearly identifiable as a Type 6A and maintains the necessary characteristics of *feeling* and *association*. The original massing and style of the house is discernable on the interior and the exterior, which denotes integrity of *design*. The house has not been moved and, thus, has integrity of *location*. The dwelling does not possess integrity of *setting*, as the rural farmstead has been compromised. The house probably maintains enough *materials* and *workmanship* to argue this element of integrity as well on a nomination form. Therefore, the house has four definite elements of integrity and is eligible for the National Register of Historic Places, under Criteria A. It is important for its association with the USFS and FSA Sublimity Forest Community. Archival research could give it additional significance for association with another New Deal agency, such as the NYA, or rural rehabilitation efforts in Laurel County.

¹⁰ Special thank to Anglee Smith of the Laurel County Historical Society and Madgel Miller owner of 611 Sublimity School Rd for assisting in the field work.

The New Deal and Public Health: Waterworks, Sanitary Sewers, and Privies

Leaders in the public health field have all recognized that it would be too much to hope that public health would escape the effects of the years of economic depression and that such effects were bound to find, sooner or later, concrete manifestations in increased mortality and morbidity. The surprise is that such manifestations have not come sooner.

J.F. Blackberry, Kentucky Department of Health. In *Kentucky City* April 1935, 21.

A safe and wholesome water supply is absolutely essential to any community. We have plenty of evidence as to what will happen to a community which has an unsafe water supply. Thousands upon thousands have paid the price of long illness or death by being infected with the typhoids and dysenteries through bad water.

F.C. Dugan, Chief Engineer for the State Board of Health. In *Kentucky City* December 1933, 24.

Background

Public health became an institutionalized concern during the late nineteenth century and early twentieth century Progressive era. Scientific and medical communities concluded that in order to prevent communicable diseases such as cholera and typhoid fever, cities and towns must have proper sanitation and water treatment systems. (Diehl 1951, 385).



"Outwitted by community sanitation ; [sic] Community sanitation planning keeps flies away from deadly disease germs..." John Buczak, artist. Illinois Federal Art Project, 1940. (LOC WPA Poster Collection).

As the country became increasingly industrialized, urban populations grew exponentially. Overcrowded housing and haphazard land use contributed to unsanitary conditions. (Rosen 1958, 201-203). Natural geologic systems that cleaned waste and provided potable water in rural areas could not be effective in areas with concentrated populations and increased pollutants. (Murray and Scott 1963, 48). The need for public works, such as water treatment plants and sewage disposal sites, became apparent. Even in more dispersed rural areas, it was recognized that proper sanitation facilities were needed to prevent the spread of disease.

Local and county governments initiated public works projects to improve sanitary conditions in their communities. Spending on public health infrastructure, like waterworks, sewer systems, trash incinerators, and hospitals, dramatically increased in cities during the early decades of the twentieth century, peaking in 1928. The onset of the Depression slowed progress on these projects. (Gayer 1935, 165).

The New Deal and Public Health

New Deal programs allowed the federal government to take a leading role in the development of public health projects. The work of the PWA, WPA, CWA, and FERA encompassed important public health infrastructure such as sanitary sewers, water treatment plants, hospitals, and sanitary privies. (Gayer 1935, 88). New Deal projects were able to modernize existing systems or to install new systems where none had existed before, thus effectively preventing infectious diseases.



"Corbin sewers under construction by the WPA, 1940." (GP Collection).

Perhaps the most prolific New Deal health infrastructure builder was the PWA. In fact, the PWA's enabling legislation, the NIRA of 1933 "provides ways and means for stimulating construction of much needed public works. Generally speaking, water supplies, sewerage and sewerage treatment projects are given priority, as it is felt that these types of projects are the most important in the protection of the public health." (Dugan December 1933, 24).

In terms of federal PWA projects, funding was granted to the National Institute of Public Health (NIPH), the government's research and prevention arm, for malaria control (draining swamps); construction of research laboratories and marine hospitals; sealing abandoned coal mines to prevent acidic waste discharge using CWA, FERA, and WPA labor; and the development of sanitary privies for small towns and rural areas across the nation, also through CWA, KERA, and WPA labor forces. (Ickes 1935, 164). However, PWA contributed more funding and construction expertise to local communities through non-federal public health projects over the course of its existence. From 1933 to 1935, for example, PWA "had allocated, by January 1, 1935, about 241 million dollars for this purpose. Nearly 149 millions were assigned to sewer projects; about five millions to combination sewer and water systems projects; approximately 82 millions to water systems, and slightly more than 5 millions for garbage and rubbish disposal plants." (Ickes 1935, 170). These funds were in addition to PWA federal projects to develop sanitary privies, drain marsh lands, and seal coal mines. Additionally, PWA sponsored 874 non-federal hospital building projects and 181 federal hospital projects from 1933 to 1939. (Short and Brown 1939, 672). These hospitals and institutions offered modern facilities with central heating and air conditioning, as well as efficient use of floor space, to local communities and state organizations throughout the country.

The WPA, CWA, and FERA also participated in public health projects, albeit on a smaller scale. From 1935 to 1941, the WPA spent \$287 million or 2.5 percent of its total expenditures on water supply projects; \$758 or 6.7 percent on sewerage collection and disposal projects; and \$222 million or 1.9 percent of the total on public sanitation. (Howard 1943, 130). National statistics for CWA and FERA have not yet been uncovered, though their impact is less considerable than the WPA.

Public Health in Kentucky

The health of Kentuckians suffered during the Depression. Access to adequate nutrition became more difficult as economic conditions worsened. This affected immunity by lowering resistance; thus, making people vulnerable to communicable diseases. Exposure to unsanitary conditions and unclean water put compromised people at additional risk to life-threatening disease. Initial governmental response was to provide direct relief, like food, clothing, and money. It was soon realized that a more comprehensive response was required to provide safe and sanitary conditions through water supply systems and sewage treatment facilities. (Dugan December 1933, 24).



"Prestonsburg School Lunch program, 1942." WPA school lunch programs addressed nutritional needs of students across the Commonwealth during the Great Depression. (GP Collection).

Many Kentucky communities were eager to construct water supply and sewerage systems, but lacked access to funds throughout the 1920s. Prior to the 1926 Kentucky Waterworks Act and its amendment in 1930 to include fifth and sixth class cities, small towns could not afford to finance projects due to insufficient borrowing power, potential revenue shortfalls, and a lack of marketability for municipal bonds. (Hopkin June 1937, 5). According to the director of the State Board of Health, F.C. Dugan, as of late 1933, only 55 cities held municipal water supply plants. Of these, 32 were rated of "bad" or "doubtful" quality due to inadequate treatment facilities. Moreover, very few cities had any type of sewage treatment facilities. Instead, they dumped waste products into streams and rivers. Even fewer localities provided for proper disposal of landfill waste, which again ended up in Kentucky's waterways. (Dugan December 1933, 25).

Upon inception of New Deal agencies like the PWA and WPA, generous terms were established which enabled communities to initiate public health projects. Low-interest loans and outright grants gave local sponsors the incentives to install modern public health infrastructure. For the first time in Kentucky history, many small towns gained access to waterworks systems, sewer treatment facilities, and trash incinerators. By 1937, for example, the PWA had received 102 Kentucky applications for new waterworks systems or improvements to existing ones, half of which had already been completed, primarily from communities with populations of less than 1000 or sixth class cities. (Hopkin June 1937, 5). With the financial assistance of the federal government through CWA, WPA and PWA, Kentucky communities were able to make permanent public works improvements that otherwise would have been unattainable. (Dugan December 1933, 25).

PWA was the most significant Kentucky builder of public health infrastructure followed by the WPA. In fact, of PWA non-federal endeavors in the state, health projects were predominant. Approximately 140 waterworks, 31 sanitary sewers, and 18 waste disposal plants and incinerators were constructed across the Commonwealth for a total of 32 percent of PWA projects. (NARA Record Group 135, Entry UD-19).

Nationally, the WPA also took an active role in developing public health infrastructure. By June 30, 1938, thousands of miles of water mains, aqueducts, and distribution lines were

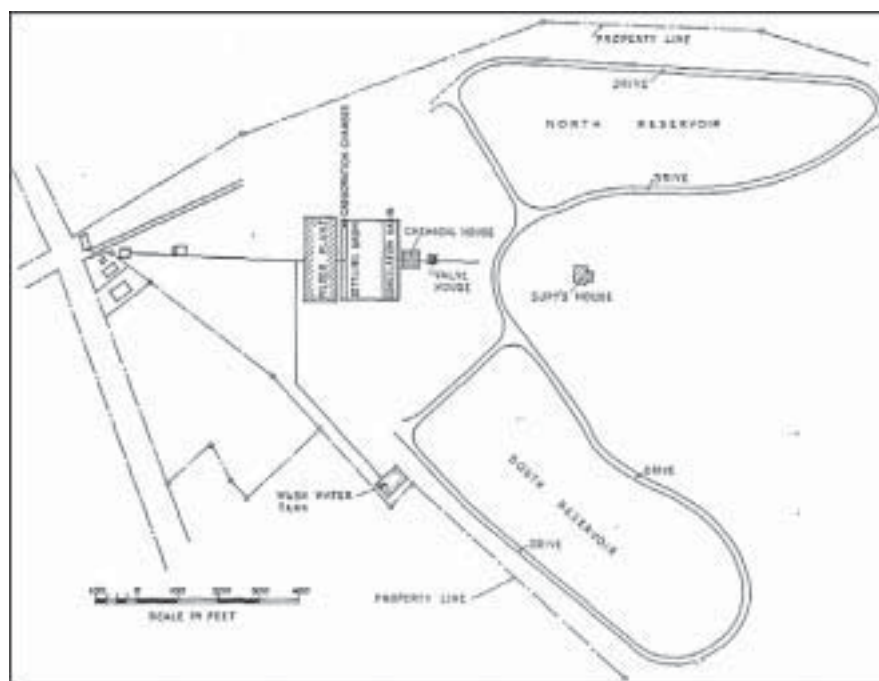
constructed. (Gill 1939, 192). Projects completed by this time included construction or improvement of 1700 storage tanks, reservoirs, and cisterns; 4500 storage dams; 540 sewage treatment or water purification plants; several hundred pumping stations; and 9000 miles of storm sewers. (Gill 1939, 192). Kentucky was certainly a recipient of these types of projects. The Goodman-Paxton photographic archive contains numerous examples of public health infrastructure.

The New Deal and Waterworks in Kentucky

Water supply facilities for the treatment and distribution of water are among the most essential public utilities. (Murray 1963, 44). Water systems have historically served two main purposes: providing clean, safe water required for domestic and industrial needs and supplying water for fire-fighting purposes.

Water is distributed to consumers using a series of holding tanks and water pump stations. The infrastructure associated with waterworks facilities generally consists of pumping stations, sediment basins, water filtration plants, water tanks, reservoirs, and water mains. (Ashland Water Works 1920, 1). Functionally designed, these resources are generally constructed with cast iron, concrete, and steel. (Armstrong 1976, 233-241). Based on WPA and PWA photographic evidence, however, stone or brick was often used for filtration plant and pumping station buildings in the 1930s and early 1940s. (GP, PA64M1; Short and Brown 1939, 472-497).

In terms of types of New Deal era water works, “there have been three distinct types of pressure systems. (1) well supply with no filtration plant, the water being pumped to the standpipe or reservoir after chlorination; (2) well supply with filtration beds and settling basins; and (3) creek and impounded supply with filtration beds and settling basins.” (Hopkin June 1937, 5).



Covington (KY) Waterworks site plan. (Short and Brown 1939).

The PWA and WPA were both heavily involved in waterworks projects in the study area. The PWA in particular was involved in the development of 21 waterworks and water filtration projects in the study area. These projects occurred in nearly every county in the region including Knox, Whitley, Clay, Floyd, Greenup, Magoffin, and Lewis Counties.

Four WPA waterworks projects in East Kentucky were identified from the

Goodman-Paxton Collection. WPA waterworks were constructed in Ashland, Evarts, Hazard, and West Liberty.

KERA also participated in the development of waterworks. Though it is unclear exactly how many projects were developed in the study area, KERA did construct five water reservoirs, two water pumping stations, and seven miles of water main between 1934 and 1935. Additionally, two water pumping stations were improved by KERA. Regrettably, there is insufficient information on the location of these projects. The CWA did not construct any water works in the study area; however, they did complete landscaping work around the Salyersville PWA waterworks. The nature of CWA work projects, which were intended to be quickly planned and completed, did not lend themselves to highly technical waterworks projects.

The New Deal and Sewers/Sewage Treatment in Kentucky

Another one of the most vital public health systems is sewage or wastewater treatment system. Improper disposal of waste into streams and creeks can lead to the spread of disease and groundwater pollution. (Diehl 1951, 394). The construction of sewer treatment facilities was considered essential to the preservation of public well-being throughout the New Deal era.



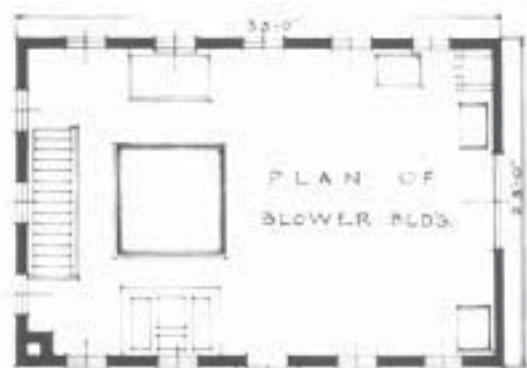
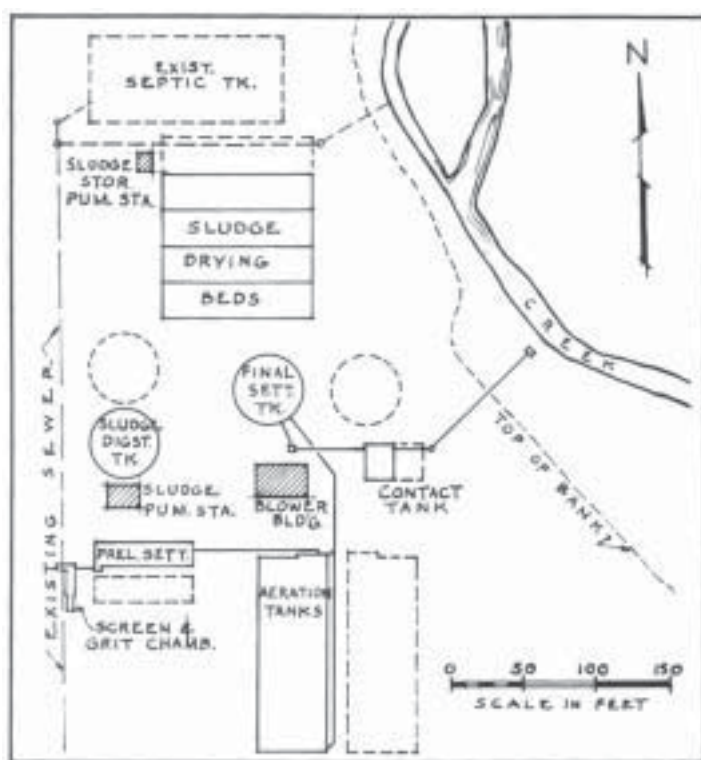
Slush drying beds at Danville (KY) sewage disposal plant. Photo date unknown. (GP Collection).

Probably the most important technological innovation during the early decades of the twentieth century was the wastewater treatment plant. The infrastructure of wastewater treatment was invented before the 1930s, but it was not in widespread use. Previously, communities dumped untreated effluent directly into waterways. By the 1910s and 1920s, treatment plants began to be constructed to avoid polluting local water sources.

The process of modern wastewater treatment involved a complex infrastructure, largely made of subterranean structures. Sanitary sewer mains collect waste from individual locations. The wastewater is then collected using sewer pump stations and forced mains, and carried to the

treatment plant. The treatment plant processes all wastewater pumped in through the collection system. Once at the treatment plant, effluent passes through a number of screens, tanks, and beds before being discharged into a water source such as a river or lake.

In cooperation with local governments, New Deal projects modernized existing systems or in some cases put systems in where none had existed. The New Deal assisted local communities with funding and technical expertise that expanded the use of treatment plants across the country. New Deal resources, such as treatment plants, sewer mains, and pump stations, were typically constructed with durable materials like cast iron, steel, stone and concrete. (Murray 1962, 67-70).



Site plan, photograph and floor plan of the Medford Sewage Disposal Plant in Medford Oregon. "The process consists of preliminary sedimentation, sludge storage, sludge digestion, chemical treatment of the effluent and its discharge into Bear Creek, and sludge drying." (Short and Brown 1939).

Most Kentucky towns did not have adequate sewerage facilities at the beginning of the Depression era. The State Board of Health estimated in 1933 that at least 150 communities across the state required new or updated sewage treatment systems. (Dugan December 1933, 25). Partially attributed to the statute known as the "Sewer Rental Law" that excluded fifth and sixth class cities, response to calls by the PWA and the State Board of Health to construct local sewer projects was initially muted. (Dugan December 1933, 25).

The PWA was again among the largest builders of sewer systems statewide. Thirty-one sanitary sewer systems were constructed with PWA funds across the Commonwealth. In the study region, nine PWA sanitary sewer systems were developed in cities like Middlesboro, Pikeville, Cumberland, and Beattyville.

The Goodman-Paxton Archive and the NARA index revealed that at least eight WPA sewerage projects were undertaken in eastern Kentucky including construction in Ashland, Corbin, Cumberland, Paintsville, Raceland, Stearns, Worthington, and Bell County. These projects ranged from installing sanitary sewer mains, to constructing sewage pumping stations, and treatment facilities. CWA records indicate that six wastewater projects were undertaken in the study region. CWA projects were initiated in Ashland, Greenup, Cumberland, and Lawrence County. (NARA RG 2920, Series 65-67). KERA may have been involved in sewer projects in East Kentucky, though none have been specifically identified at this point.

The New Deal and Sanitary Privies

The construction of sanitary privies was actually part of a larger community sanitation project conducted by the National Institute of Public Health using PWA funds and CWA, KERA, and WPA labor. The aim of this national project was to bring sanitary privies to rural and suburban areas where sewer systems were considered impractical, due to the cost of installing the systems in a relatively dispersed area. (NARA 2920; Ickes 1935, 166).



An example of a sanitary privy constructed by WPA labor in McCreary County (KY). Photo date unknown. (GP Collection).

Sanitary privies were primarily constructed for schools and private homes. In Kentucky, the CWA, in partnership with the State Board of Health and county health offices, initiated projects that were continued by KERA and the WPA.

The privy structures themselves were usually small, wood-frame shelters with shed roofs. A description of sanitary privies, located in a 1935 KERA study, is instructive regarding their construction and appearance. “While the pits were being dug by unskilled labor assigned to the projects, carpenters engaged in constructing the super-structure of the unit. When the pit was completed, the concrete floor slab and riser were put into place. The carpenters

were ready to finish the unit. The concrete floor slabs and risers were precast at a central location, usually the county seat, and were then transported to the individual sites and set up.” Thus, sanitary privy structures should be relatively uniform in appearance in each county, due to prefabricated materials and techniques.

During the tenure of the CWA, eight counties have been identified as sponsors of privy projects in the study region including Boyd, Floyd, Greenup, Johnson, Letcher, Magoffin, Martin, and McCreary. (CWA 2920, Series 65-67). KERA continued on with this work, constructing 8,371 sanitary privies statewide.¹¹ The WPA project encompassed 30 counties in eastern Kentucky, including Lewis, Johnson, Pike, and Wolfe Counties. The number of privies varied for each county, but in McCreary County, which is representative of the area, 203 privies were constructed for the community sanitation project. (GP, PA64M1).

Documentation and Integrity Issues

Water and sewage treatment facilities constructed during the New Deal era may have been altered due to changing technologies. According to local contacts, pumping stations, filtration plants, and water mains have been subject to replacement, especially since the 1960s. (Steve T. Owen, Superintendent of McCreary County Water District and Sewer Plant, December 2004; Marion Russell, Assistant Director of the Boyd County Public Services Department, October 2004).

¹¹ We have no local data for KERA, therefore, we do not know where in the study region KERA constructed sanitary privies.

Recording intact resources associated with water supply and treatment is also challenging. The nature of resources, such as storm and sanitary sewers, makes identification difficult since they are likely to be partially or completely underground. Sometimes, access to facilities is restricted without proper authorization, due to public safety concerns. Additionally, the survival rate of the sanitary privies is likely to be minuscule given their wood-frame construction. Consulting with engineering professionals might facilitate the documentation process with regard to sewer systems or waterworks. These persons would likely be knowledgeable about various technologies and their implementation.

In this project, staff was unable to find enough intact waterworks, sewers plants, sanitary privies, or wastewater treatment facilities to determine eligibility standards. More field work and research needs to be done to evaluate these important public health resources.

The New Deal and Government Buildings: Post Offices

The outstanding accomplishments in planning of both Federal and Non-federal buildings are the elimination of waste space, economy in cost, and proper consideration of light, ventilation, and sanitation; while in design, careful study of line, scale, and proportion, greater simplicity and an extremely sparing use of ornament, and a skillful and effective handling of materials, are noteworthy characteristics."

Short and Brown 1939, *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and Other Governmental Bodies Between the Years 1933 and 1939 with the Assistance of the Public Works Administration, II.*

Background

The construction of federal, state, and local governmental buildings was a priority for most New Deal agencies. Government buildings are defined in this section as all buildings designed for distribution of state, local, or federal government services, with the exception of schools and other educational facilities. Examples of government buildings include city halls, local, state, and federal courthouses, jails, libraries, and post offices—to name a few.

New governmental responsibilities, such as construction and management of evenly paved roads and the growth in educational mandates, had grown enormously since the end of the First World War. As a noted historian of public works puts it, "Providing space for the expanded federal work force also involved recognition that the nature of government work was changing. From the traditional activities found in courthouses, marine hospitals,



Greenup County Courthouse. Photo date unknown. (GP Collection).

customhouses, and mints grew the large service bureaucracies which engaged in research, prepared statistical reports and surveys, and administered federal assistance programs." (Armstrong 1976, 464). In sum, new activities on all levels of government employed more staff and required larger, more modern buildings in which to execute this work. During the Great Depression, as noted throughout this report, governmental activities on every level were expanded to provide employment relief and new services. "The Depression created new demands on the federal government for social services, relief coordination, and the administration on the local level of federally funded jobs." (Armstrong 1976, 465). It was not enough anymore to house few government services in converted

buildings, dispersed throughout a city. Modern government offices needed to be planned for coordination among agencies and divisions.

At the same time, building systems were altered by architects and engineers to enhance productivity and create efficient spatial arrangements. New Deal governmental buildings were often the first buildings in a community to utilize fluorescent lighting, ventilation systems, and central heating. During this era, in fact, lighting, heating, and ventilation became necessities for every modern government building. So, while a building's architectural style was assessed for its references to modernity, so was its systems and their efficiencies. (Armstrong 1976, 469-474).

Public buildings, such as city halls, courthouses, libraries and post offices, were intended to convey the symbolic strength of democracy in the United States. (Armstrong 1976, 457). Given this need, public buildings often take on a monumental quality in their design. During the New Deal era, both classical and modern functionalist styles were used in the design of public buildings. Architects and their patrons seemed to favor the use of classical forms as a way to demonstrate national democratic ideas, though Art Deco and Streamline Moderne influences were also used in public building design. (Armstrong 1976, 457). In particular, modern architectural expressions symbolized progress and a better future, during a dark time. In any form, these public buildings were seen as a way to give hope to socially and economically demoralized Americans.

The New Deal and Government Buildings

Most major New Deal agencies participated in the construction of governmental buildings. The PWA was probably the largest builder of federal and non-federal government buildings during the era. Under PWA funding, tens of thousands of local courthouses, municipal buildings, state capitols, miscellaneous state buildings, police and fire stations, jails and penal institutions, public libraries, federal courthouses, and federal post offices were constructed across the nation. (Short and Brown 1939, II). From 1933 to 1938, for example, PWA spent nearly \$125 million on 678 non-federal government buildings and over \$90 million on 538 federal governmental buildings.¹²

In Kentucky, the PWA also made a significant impact on the development of federal, state, and local government buildings. Fifty-three municipal buildings, courthouses, jails, libraries, fire departments, and city halls were constructed with PWA sponsorship. In the study area,

there are two municipal buildings constructed by the PWA non-federal program: one in Martin and the other in Pineville. Undoubtedly, there are federal PWA projects located in the study area; however, only post offices have been documented in the region.



Carter County Jail in Grayson KY. The building is currently vacant. Photo taken in 2004.

The WPA, FERA, NYA, and CWA were also responsible for the construction of government buildings on the state and local levels. If national statistics for the WPA are any indication, these three related agencies had an enormous impact on government

¹² These numbers include libraries, municipal auditoriums and armories, courthouses and city halls, penal buildings, office and administration buildings, state capitols, and post offices.

building construction. From 1935 to 1941, for example, the WPA spent \$780 million on local and state governmental buildings, such as municipal buildings, courthouses, libraries, and city auditoriums. “Public buildings constructed or reconstructed [by the WPA] included more than 110,000 public libraries, schools, auditoriums, or other public buildings.” (Howard 1943, 128).



Above: London City Hall and Fire Station, circa 1938. (GP Collection). Below: London City Hall building as it appears today. Photo taken in 2004.

In Kentucky, these agencies also made great strides in the construction and modernization of structures designed to perform government services. Between 1935 and 1938, the WPA spent \$627,072 on 85 public buildings, other than schools. (*Kentucky City* April 1938, 7). Among these public buildings were courthouses, city halls, libraries, and the ubiquitous combination city hall/jail/ police and fire department structure. The New Deal municipal building with combination functions appears often in small towns across the Commonwealth. Typically, the structure held police, jail, and fire offices on the lower level. Parking was integrated into the body of the building. Upper stories served as city office space and municipal legislative chambers. Generally, these buildings look like a 1930s Main Street commercial building without the store front. Examples of this type of structure in the study area were in Barbourville (Knox County), Paintsville (Johnson County), London (Laurel County), and Cumberland (Harlan County).

Like their counterpart the WPA, the KERA, NYA, and CWA also built municipal buildings. CWA undertook 138 public buildings projects, exclusive of schools, in its short tenure. (Pyne May 1934, 6). From 1934 to 1935, KERA’s work division constructed a total of 16 libraries, courthouses, municipal garages, city halls, and improved 90 local relief offices and 24 jails. (KERA 1935-36, 11). Both agencies built structures similar to those constructed by the WPA, and in some instances, the WPA completed CWA and KERA public building work projects.

Though not a large scale builder, the NYA did construct a few public buildings. Generally, these structures appear similar to those built by the WPA, CWA, and KERA. An example of an NYA governmental building can be found in Pineville. The Pineville Municipal Building, now in private ownership, was built in 1941. The structure is a two-story stone building with definite Art Deco stylistic influence. NYA Area Supervisor said of the building, during its dedication in August 1941, that “the NYA had taken considerable pride in the building and made an effort to see that Pineville’s building was the best that could be had of its type.” (*Kentucky City* August 1941, 17).

New Deal Case Study: Post Offices

Post offices were a place where virtually everyone in the community would be at one time or another; therefore an emphasis was placed on their construction. (Bruns 1998, 94). During the decade of the 1930s, nearly three times as many post offices were constructed as had been in the previous fifty years. (Boland 1994, 3). The US Treasury Department administered the construction of post offices in cooperation with the Postmaster General. The PWA was a large funder of post office projects in the 1930s, though they did not participate in the development of designs or plans for the structures. Plans were developed and construction was administered by the Public Buildings Branch of the Procurement Division of the Treasury Department. (Short and Brown 1939, 579). At least 406 post offices were constructed with PWA involvement during the period. (Boland 1994, 3).

As with many federal buildings built after 1934, New Deal era post offices were designed by the Office of the Supervising Architect in the Treasury Department. It was determined that hiring private architects for small architectural projects would not be as economical as using in-house resources. (Boland 1994, 3). By 1939, the Treasury Department reversed its decision and allowed private architects to compete for projects. (Boland 1994, 3).

The architectural style favored by the U.S. Treasury in the 1930s was Colonial Revival in a stripped-down form known as “Starved Classicism.” This term originated with Louis Craig in the 1960s, Director of the Federal Architecture Project for the National Endowment for the Arts. (Bruns 1998, 95). The style itself drew on neo-classical forms with an emphasis on symmetry, but appeared surprisingly modern due to the utilization of flat surfaces and sparse ornamentation. Building materials used on 1930s post offices ranged from native stone to brick and concrete with steel framing systems. Nearly all post offices of this period were designed to be fireproof structures.



Whitesburg Post Office (Letcher Co) interior, 2004.

Based on the 1915 general classification system devised by Treasury Secretary William McAdoo, post offices fell into one of four categories—Class A, Class B, Class C, or Class D facilities. Class A facilities were considered to be reserved for “great cities,” like New York and Chicago.



Mailboxes at Whitesburg Post Office, 2004.

Class B post offices were generally constructed in large cities, like Cincinnati or St. Louis. (Bruns 1998, 81). Most rural post offices were Class C or Class D facilities, meaning that they were generally small in scale and had minimal ornamentation. (Boland 1994, 2). The typical rural post office was designed as “one man” structure, so that the postmaster could work without the services of an assistant. (Short and Brown 1939, 579). By contrast, some larger post offices were

designed to house other office spaces that could be leased by government agencies. These spaces had separate entrances and did not connect internally with the post office proper. An official description for Class C and Class D post offices follows as excerpted from James H. Bruns, *Great American Post Offices*:

Class C

Definition

Buildings that include a Post Office of a second class with receipts of \$15,000 or more, and of the first class up to \$60,000 receipts; valuation of surrounding property that of a second class city.

Character of Building

Brick facing with stone or terra cotta trimmings; fireproof floors; non-fireproof roof; frames, sashes, and doors wood; interior finish to exclude the more expensive woods and marbles; the latter used only where sanitary conditions demand; public spaces restricted to very simple forms of ornament.

Class D

Definition

Buildings that include a Post Office having annual receipts of less than \$15,000; real estate values justifying only a limited investment for improvements.

Character of Building

Brick facing, little stone or terra cotta used; only first floor fireproof; stock sash, frames, doors, etc., where advisable; ordinary class of building such as any businessman would consider a reasonable investment in a small town. (Bruns 1998, 82)

Building on the 1915 classification system for determination of community post office requirements, the Treasury Department developed standardized interiors for the post offices. Typically, specifications called for a lobby, a postmaster’s office, a workroom, a mailing platform, a swing room, a carrier’s room, storage, and space for mechanical systems. These standards were used by all post office designers during the 1930s. (Boland 1994, 3).

New Deal Case Study: Public Murals

Mural and sculpture projects in public buildings in the 1930s were directed under the auspices of the U.S. Treasury Section of Painting and Sculpture, later renamed the Treasury Section of Fine Arts. (Marling 1982, 4). The mission of this division was to place fine art in public buildings. Embellishment funding of this sort usually comprised one percent of the total costs of the building project. (Raynor 1997, 1).



Umberto Romano and Paul Fontaine, "Aftermath of WWI and the Depression." Springfield, MA Post Office, 1935-37. (From John E. Phelps. 1992. Forgotten Mural Painters of Springfield 1933-1938. Image available online at <http://www.fontaine.org/>).

Unlike the WPA's Federal Art Project where artists were employed for relief purposes, Section artists were selected on basis of competition. (Park and Markowitz 1984, 8). Artists chosen for mural projects usually had knowledge of the region where their work would be installed. (Beckham 1989, 10). Once selected, artists' proposals were juried by the Post Office Department and the local community where the art would be installed. Through this process, the artist was reminded that the community was their patron. (Raynor 1997, 2).

By embellishing public buildings, the Section hoped to make art part of the everyday experience in cities, small towns, and rural communities across the country, thus "democratizing" good art work. (Park and Markowitz 1984, 8). New Dealers hoped that this program could expose a variety of citizens to fine art, while creating a sense of national culture. (Park and Markowitz 1984, 5). One of the principal places that the murals were installed was in local post office buildings. Post offices were considered an ideal location for art since nearly every community had one and postal patrons would have free access to the artwork. (Raynor 1997, 1).

In keeping with the Section's philosophy on the importance of democratic ideas, there was no standardized theme for mural subjects. Generally, a mural's subject matter was either historical or contemporary. These scenes depicted vernacular traditions, places, or histories associated with the community in which the art were placed, giving the murals a direct connection to local citizens. (Park and Markowitz 1984, 180).

The Section did, however, dictate the style of the public art projects that it administered. Realism became the favored style for Depression-era murals. This artistic style was defined by representation that attempts to convey the essence of life in real terms without exaggeration. (Park and Markowitz 1984, 180). Cubism was also permitted. Many of the murals and sculptures created for the Section of Fine Arts relied on this form of artistic expression to convey realism of the subject matter. Although not pure Cubism, many of the murals rely on simplified forms and planar flattening that typifies the style. (Marling 1982, 9). Frequently called "WPA art," the Cubist influence is commonly associated with New Deal era artwork in both popular and fine art formats.

New Deal Case Study: Post Offices and Murals in East Kentucky

At least seven Class C or Class D post offices constructed during the New Deal period have been identified in the East Kentucky study region including those in Whitesburg, Jenkins, Pineville, Corbin, Williamsburg, Hazard, and Louisa. No Class A or B structures have been documented as built in the region during the time period.

All of the post offices have a similar plan and design. They are brick veneer one-story structures with flat roofs and poured concrete foundation walls. Some of the buildings have raised basements for additional space. Their style is overwhelmingly influenced by Colonial Revival movement commonly referred to as “Starved Classical,” though some Art Deco/Moderne elements may be present. Four of these post offices incorporated art projects from the Treasury Section of Fine Arts, either as murals or sculptures. Post offices in Corbin, Williamsburg, and Pineville all had murals, and the Jenkins Post Office had a terra-cotta relief. (Beckham 1989, 317-318). The current status of this artwork is unknown, except for the Pineville building. The last time that New Deal art work was confirmed intact for the remaining postal buildings was in the late 1980s. (Beckham 1989, 317-318).

New Deal Case Study: Pineville Post Office

The Pineville Post Office was constructed in 1935 by the US Treasury Department at a cost of \$65,000. (*The Kentucky City* July 1936, 21). Located on Walnut Street, the Class D post office is on the town square across from the Bell County Courthouse. The building was designed by U.S. Treasury Department Supervising Architect Louis A. Simon.

The overall design is typical of New Deal era post offices. The exterior exhibits the “starved classical” style typical of the era. Constructed with a brick veneer and poured concrete foundation, the building has a symmetrical rectangular form and approximately 3500 square feet plus a full basement. The one-story, flat roofed building has minimal ornamentation. Some alteration to the entry has occurred due to flood damage in 1977. These changes include a metal and glass enclosure that replaced the original entry area. The extent of these changes appears minimal, in that the original plan and spatial relationships are intact. Any other alterations are undocumented at this point, due to a lack of access to service portions of the building. Nevertheless, the building appears to have undergone few significant changes in its main plan. The building is still utilized as the post office for the city of Pineville.



Pineville Post Office, 2004.



Pineville Post Office Mural, "Kentucky Mail En Route." Photo taken in 2004. Note the door surround that obscures the lower-left corner of the mural.

One of the most significant features of the Pineville Post Office is its New Deal era mural. Known as "Kentucky Mail on Route," the oil-on-canvas mural was created by artist Edward B. Fern, a portrait artist from Ohio. The mural was painted in 1942 with rich and vivid colors. Executed in a style that relies on curvilinear and smooth forms, the mural embodies important elements of Depression era art, heavily influenced by both Realism and Cubism. Situated above the post master's office, the mural depicts a mail carrier on a horse delivering mail to a woman with a baby. A girl wearing a bonnet is in the background, waiting to give a letter to the postman. The landscape is rural in character with rolling hills, rocky outcroppings, and mountains in the distance.

The mural underwent conservation treatment in 1984, presumably to restore color and detail. It appears that expansion of the main service window may have impacted the mural's lower left-hand corner. A soffit over the window extends past the mural surface area essentially blocking out this section. Further investigation would be required to determine if this portion of the mural survives.

While more field work, including an examination of all of the building's interior spaces, will be necessary to determine the Pineville Post Office's eligibility, a few thoughts regarding post office integrity can be discussed. A post office can be eligible for the National Register for its association with the development of New Deal era government buildings (Criterion A), if it has a medium level of integrity of *design*. To have this, the main public spaces and facades should not have experienced major alterations. The building should also have integrity of *location* (the building has not been moved), and a medium level of integrity of *materials* and *workmanship*. Should these elements be present, the building should retain integrity of *feeling* and *association*. Integrity of *setting* is not essential for conveying the importance of the post office as a central part of the New Deal government building program. For a Criterion C nomination, more importance will be placed on integrity of *design*, especially as it relates to "Starved Classicism" and the main public spaces. Additionally, if a mural or relief exists, it must be in its original place with few alterations to its original fabric. Integrity of *materials* and *workmanship* will also need to convey a greater value, yet they do not have to have the highest level of integrity.

The New Deal and Recreation: Clubhouses and Golf Courses

Recreation in its truest and most comprehensive sense does not mean merely idleness and cessation from labor; but consists in easing the wearied part, whether mind or body, by change of occupation.

Ashland Mayor Edgar B. Hagar 1939. In *Kentucky City* December 1939, 7.

Leisure time for working and middle classes was relatively unheard of during the first three and a half centuries of American life. American cultural norms, based upon the ever-present Protestant Work Ethic, shunned unstructured free time in favor of a philosophy that personal worth and good citizenship were gained only through labor. (Dulles 1965, 386). On the other hand, those who had become wealthy were considered worthy to engage in leisure time activities. Sports and recreation were reserved for the elite, who had already proven themselves through hard work.

During the late nineteenth and early twentieth century, views about work and leisure time began to change. Though much too complex to clarify in this study, changes in American social, economic, and cultural make-up reorganized daily life. In sum, many working people, while still laboring 48 to 54 hour weeks, had more free time than before. (Giordano 2003, 9). And, it was this free time that had many Americans concerned.

Upon the arrival of large groups of immigrant workers with “suspect” values into the country in the early 1900s, native born protestant Americans began to express concern over what they called the “leisure problem.” The problem was that, in spite of extremely long work hours, workers still found time to engage in activities that the middle and upper classes disapproved

of, such as drinking and gambling. Industrialists, like Henry Ford, teamed up with progressive sociologists and temperance reformers in attempts to limit workers’ interaction with these “base” elements. Instead they promoted better habits, like reading, attending church, and athletics. The goal of these groups was to improve the lives of workers and make them better men and women through promulgation of American values, such as industry, sobriety, duty, and responsibility. Industrialists approved of this effort, as they benefited from a stable, quiescent work force. Progressives for their part, saw this move as benefiting workers’ social and cultural capacities. Leisure and recreation time became recognized as an important way for citizens to rejuvenate themselves which, in turn, would create more productive workers. (Kelly 1982, 99). The philosophy was that sound character and good citizenship could be developed if leisure time was used effectively. (Hager 1934, 8). In fact, recreation and leisure time became considered imperative to the continuation of wholesome community life as illustrated in this quote, “Municipal neglect of the



“Athletics,” Silk screen Poster, Illinois Federal Art Project, 1939. (LOC WPA Poster Collection).

cultural and recreational phases of community life entails danger to the physical and governmental phases of civic existence.” (Hager 1934, 21).

The Great Depression and the large number of unemployed workers was also a cause for great concern in the early 1930s. Put simply, “free public recreation and leisure-time programs were desperately needed to offset idle time and social disorder.” (Giordano 2003, 83). However, municipalities had no money left over after relief efforts were satisfied. A system of public recreation would have to wait for federal government involvement during the New Deal.

Recreation and the New Deal

Roosevelt and his New Deal counterparts were as obsessively interested in public recreational activities as their reformer predecessors in the early twentieth century. In fact, under New Deal agencies, the federal government took on its first active role in recreation leadership through funding and sponsorship of programs. This interest created the most extensive public recreation program ever to be attempted. (Sessoms 1975, 38). While New Deal agencies were primarily interested in employment of out-of-work laborers, they also were concerned with the promotion of enlightened cultural and social activities. To this end, New Dealers sponsored not only gymnasium and community buildings, but theatre and art projects, library book-mending projects, and state and national parks development.

Most major New Deal agencies participated in recreational projects. The WPA, FERA, NYA, CCC, and the CWA developed some public programs and facilities to promote wholesome recreation. Perhaps the most prolific in promoting public recreation was the WPA. From 1935 to 1941, the WPA funded \$941 million worth of recreational facilities, and spent another \$229 million on public recreation programs. (Howard 1943, 130). Examples of the types of recreational facilities include community centers, gymnasiums, tennis courts, swimming pools, parks, golf courses, and athletic fields. The WPA also sponsored a highly successful “Recreation Program” that employed out-of-work coaches, dancers, artists, and teachers to raise community awareness about the proper use of increased leisure time. These recreation leaders provided guidance on the local or county level to adults and children and they “organize them into groups according to their interests; they guide them toward new social



Corbin Stadium, 1940. (GP Collection).



“Recreation Centers,” Silkscreen Poster, Iowa Art Program, between 1936 and 1940. (LOC WPA Poster Collection).

relationships and toward learning by doing.” (Welch December 1938, 5). The WPA Recreation Program was held in community buildings across each state, which were sometimes constructed or improved by the WPA work program. Examples of activities in WPA recreation programs include baseball teams, puppet shows, toy repair workshops, hiking and bird watching, musical performance, and the visual arts.

The NYA was another leader in the New Deal public recreation movement. The status of youth and young adults was a much-fretted concern during the New Deal era. Youth were considered to be extremely vulnerable to the effects of the economic downturn. Some of the difficulties noted by NYA advocates include a high juvenile crime rate, lack of financial resources to stay in high school or college, and a lack of vocational and recreational guidance to assist young people. (NYA 1935-36, 2). In fact, NYA officials noted, “Very few comprehensive studies have been made to ascertain the connection of delinquency and improper use of leisure time. All that have been made indicate that delinquency and improper use of leisure time are tied hand in hand.” (NYA 1935-36, 4).

In order to fix these pressing problems, the NYA focused specifically on three types of aid, one of which included “recreational advice.” (NYA 1935-36, 2). In particular, NYA work projects for youth community development and recreational leadership were conducted to organize and establish “recreational and community activity in playground, athletic fields, water sports areas, camps, parks, community houses, indoor recreation centers, gymnasiums, community activity, arts and crafts...” (NYA 1935-36, 28). In some instances, youth constructed facilities to accommodate these activities, and in others, they participated in developing recreational programs.



“Man golfing at WPA course. Photo date unknown. (GP Collection).”

FERA, PWA, and CWA also participated in the development of recreational facilities. Their recreation work projects were basically similar to that built by the WPA, despite the fact that neither CWA, PWA, nor FERA had a division for recreational programs. Some examples of recreation projects constructed by them include gymnasiums, stadiums, amphitheatres, parks, athletic fields, swimming pools, golf courses, auditoriums, fair buildings, community buildings, and bath houses.

Among the primary missions of the CCC was construction of recreational amenities in state and national parks. The idea was to make natural resources more accessible to the vacationing public. In turn, the public was educated about the importance of conservation and recreation. Oddly enough, although the Depression had made most American cash-poor, it did not halt small, regional auto trips to natural and historic sites. (Giordano 2003, 102). State and national parks capitalized on the increased trade through development of inexpensive tourist amenities on their grounds built by the CCC. Examples of recreational facilities constructed by the CCC include cabins, camp grounds, barbecue pits, water fountains, picnic shelters, lodges, ranger stations, ticket offices, concession stands, amphitheatres, overlooks, roads, and trails.

New Deal Recreation Facilities in Kentucky

Kentucky also participated in New Deal recreation projects. From April 1934 to May 1935, KERA, for example, was responsible for 146 recreational projects statewide. These projects range from construction of playgrounds and croquet fields to construction of two entire lakes to improvement of three children's camps. A list of KERA work division projects is included in Appendix Two. During its short life, the CWA contributed a few public entertainment projects in the state. Forty-one playgrounds and parks were developed by CWA workers and 138 public buildings were built, some of which were gymnasiums and auditoriums.

The WPA was responsible for a full range of recreational property types in Kentucky, similar to those on the national level, such as gyms, auditoriums, and parks. The Kentucky WPA Recreation Program, held in partnership with the State Department of Education, garnered interest in many counties across the state. (Blakey 1986, 62). These centers sponsored craft projects, hiking, puppet shows, and athletics to children and adults alike. Over 215 recreation centers were sponsored in Kentucky in 1938 alone with average attendance of 584,000 children and adults each month. (Welch December 1938, 6; Blakey 1986, 62). Mayors in these communities supported projects that would benefit the health and welfare of the citizens. (Welch December 1938, 5). Recreation Centers determined to exist in the study area include those built in Corbin, Ashland, and Middlesboro, though there are certain to be many others. It is uncertain at this time in what type of facility the activities were held. Numerous recreation-oriented work projects were also undertaken with WPA funds in the East Kentucky study area, including at least six athletic fields/stadiums, one auditorium, 22 gymnasiums, two playgrounds, four swimming pool, three golf courses, and four clubhouses. (GP, PA64M1).

Unfortunately, comprehensive NYA records for the state of Kentucky have not been located at this time. However, statistics for the 1935-1936 fiscal year indicate that 133 recreation and community development projects were undertaken statewide that employed 6,655 youth and 184 adult supervisors. (NYA 1935-36, 31). Among these endeavors was a Leslie County project in which several basketball courts were constructed for the county, and the construction of a band stand in the Barbourville Courthouse grounds. (NYA 1935-36, 51; Baxter December 1936, 7). Other NYA projects in the study area include development of playgrounds and/or tennis courts in Corbin, Williamsburg, and Pineville; construction of five playgrounds in Middlesboro; and unspecified recreational improvements in Whitesburg. (Baxter 1937, 9-11).



"Story telling hour at the WPA Recreation Center." Location and date of photo unknown. (GP Collection).

The PWA also played a role in the development of recreational facilities in Kentucky. In terms of non-federal projects, the PWA funded construction of approximately 35 recreational related facilities in the state, five of which are in our East Kentucky study area. Property types constructed by them include community buildings, recreational centers, swimming pools, stadiums, lodges, county fair buildings, gymnasiums, and auditoriums. Examples of PWA

non-federal recreational projects in our study area are: a municipal swimming pool in Pineville, a community building in Barbourville, and an auditorium/gymnasium in Catlettsburg. Federal PWA projects are more difficult to document, as their involvement was through the federal sponsor and was not always publicized. For example, the PWA funded improvements through the National Park Service for the development of Mammoth Cave National Park. More research will need to be done to document other federal PWA recreational projects in the state.



J. Albert Bagby Memorial Park Community Building, Grayson (Carter Co.). Constructed by the NYA in 1941. Photo taken in 2004.

Finally, the CCC constructed public recreational facilities across the state. In our study region alone, CCC camps built three state park facilities at Cumberland Falls (Whitley County), Pine Mountain (Bell County), and Levi Jackson State Park (Laurel County). Additionally, fire tower sites constructed by the CCC included picnic facilities for the public. The CCC improved tower sites with stone tables, benches, and open stone fireplaces for tourist use. (The Algonquin 2/25/37, 6). Development of these sites was seen as a convenient way to educate the public about forest fire prevention, while providing pleasing picnic areas with scenic views. This drive was quite successful, in terms of numbers of visitors. In 1936 alone, the Laurel District Forest Director reported over 100,000 visitors to various towers in the Daniel Boone National Forest alone. (Camp Revue of 1502 11/30/36, 6).

New Deal Case Study: Clubhouses and Golf Courses

Along with gymnasiums and athletic fields, golf courses were a typical WPA recreational project. Prior to the 1930s, golf had been mainly a sport of the wealthy. Some industrialists



"Paintsville Club House from the #2 Fairway." Photo date unknown. (GP Collection).

constructed golf courses for their workers, i.e. Stearns Lumber and Coal constructed a course for its employees, but generally access to golf courses was restricted to those who were members of country clubs. As a result of the WPA's recreation focus, public golf courses were made available to everyone. (Dulles 1965, 358-359). Recreation historian Ralph Giordano comments on the exclusivity of golfing as a past time and the effects of New Deal public recreation programs, "Golf and tennis that had previously been exclusive recreations of private country clubs had lost some of their appeal. This loss of interest was attributed

to the fact that the increased numbers of public golf courses and tennis courts made them ‘everyman’s’ game.” (Giordano 2003, 87).

In the study area, there were at least four country club and golf course developments including facilities in Johnson, McCreary, Harlan, and Letcher Counties. All survive except the Letcher County Country Club near Fleming that burned down in 1941. The other clubhouse developments are still standing in Paintsville, Stearns, and Harlan.

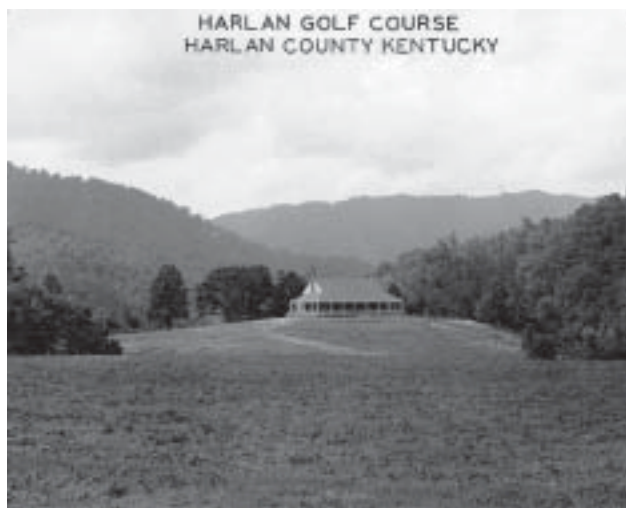


Letcher County Country Club. Photo date unknown. (GP Collection).

Clubhouses and golf courses were commonly built as an ensemble. Clubhouses constructed by the WPA in Kentucky generally took on a “rustic” appearance, though they could also have colonial revival or art deco references incorporated in the design. (GP, PA64M1). The rustic look of these facilities was accomplished by using native materials, such as log and stone. Typically, foundation walls and chimney stacks were built of stone, while the main body of the structure was often log. Often times, the one-to-one-and-half story buildings look domestic in appearance with gable roofs and chimney stacks. They usually have large porches that wrap around the buildings, in order to take advantage of scenic vistas on clubhouse grounds. Golf courses, which were located directly adjacent to the clubhouse, were either nine or eighteen-hole courses.

New Deal Case Study: Harlan Country Club

Harlan Country Club is situated on an 80-acre site with a nine-hole golf course. The WPA constructed the clubhouse and golf course in 1940. The one-and-a-half story clubhouse has rustic elements. It is constructed with native sandstone and wood-frame elements. A large wrap-around porch dominates the lower level of the building. Currently, the clubhouse is used as a pro-shop and restaurant, and the course is still operating. The only obvious alterations to the building are that the original porch has been screened-in, and that the exposed stone masonry has been painted. The nine-hole golf course has 30 wooded acres with the balance being open areas. Today, it is classified as a Rodney Wilson PGA Class A Professional course.



Harlan Golf Course. Photo date unknown. (GP Collection).



Harlan Golf Course. Photo taken from clubhouse, 2004.

The Harlan Country Club is eligible for the National Register as an example of a recreational facility constructed by the New Deal to enhance facilities in Harlan Kentucky. The site maintains enough of its original acreage and rural viewsheds, and the remaining 30 acres has been little changed since its inception. Thus, integrity of *setting* and *location* are intact. Additionally, the clubhouse and grounds have received very few alterations in terms of *materials*, *design*, and *workmanship*, as noted above. The screened-in porch does not obscure the signature view from the clubhouse, and the paint does nothing to detract from the stone masonry. The original rustic style is evident with the heavy rusticated stonework, and there have been no substantial additions or subtractions to the building's interior or exterior. The building has enough of each of these elements of integrity to read as a WPA era clubhouse and golf course. Integrity of *feeling* and *association* also remain with the property. It is locally known as the WPA golf course.



Harlan Country Club, 2004.

The New Deal the Civilian Conservation Corps: State Parks

The CCC is doing much to develop the southeastern part of the state. Beautiful parks are being established at Cumberland Falls, Pineville, and London. These are being made accessible to tourists by the state of Kentucky through the cooperation of the State Park Commission, the State Highway Department and the Civilian Conservation Corps. Places of historic interest are being marked and preserved.

Much credit is due to the early pioneers but credit must also be given to the pioneers of today—the members of the CCC. They too are blazing trails building roads and establishing anew the “Empire of Southeastern Kentucky.”

Comments from the Dedication Services for Levi Jackson State Park June 14, 1935.
In *The Whispering Pine* June 1935, 3.

State parks were a central focus of development during the Depression years. The idea was to make natural resources more accessible to the touring public. In turn, they would be educated about the importance of conservation and recreation. (*The Mountain Laurel* March 1940, 3). New Deal agencies like the CCC and the WPA were involved in developing national, state, and local park facilities. These facilities were designed using the rustic architectural style, which employed natural materials like stone and wood, in order to integrate the buildings within the surrounding natural environs. The rustic style can be most easily compared to the Craftsman and Prairie styles, popular in the 1920s and 1930s, and was often used in state, national, and local park facilities. (Grosvenor 1999, 33).

In eastern Kentucky, the CCC and to a lesser extent the WPA were involved in at least four state park projects, including Pine Mountain State Park, Cumberland Falls State Park, Levi Jackson State Park, and Dr. Thomas Walker State Shrine. Of these projects, Pine Mountain State Park and Cumberland Falls State Park were extensively developed to provide overnight accommodations and amenities for tourists. The CCC was the primary agency involved with construction at these parks, though, the WPA also conducted a few projects. (KHS, RG2001M01; GP, PA64M1)

New Deal Case Study: Pine Mountain State Park

Pine Mountain State Park, which was established in 1924, underwent major development during the New Deal era. (Kentucky Department of Parks 1968, 222). The CCC played an active role in constructing park facilities.

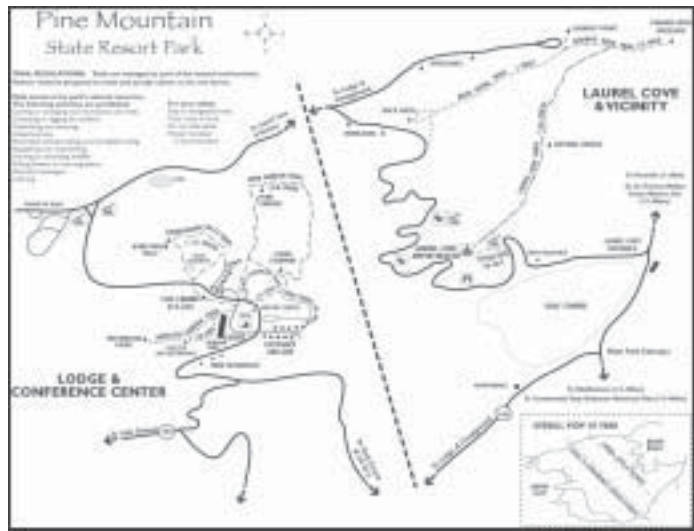


Campground shelter at Pine Mountain State Resort Park (SRP), 2004.

Below: Interior of campground shelter, 2004.



The first CCC camp established at the park was SP-3, Company 548 in May 1933. The camp was located at Clear Creek Springs near Pineville. (*The Whispering Pine* October 1935, 2). This camp was charged with creating a two-to-three year master plan for park development work. The master plan laid out roads and trails, the water supply system, a picnic and camping area, a custodian's house, a service building, and a parking area. (*The Whispering Pine* December 1935, 3). In terms of construction projects, Company 548 built a gatehouse in the rustic style, designed by the CCC Landscape Foreman Mr. Barker, a custodian's house, service buildings, a contact (ranger) station, a water reservoir and pump house, roads, campgrounds, and parking areas. (*The Pine Mountaineer* August 1935, 2). The SP-3 camp disbanded in December 1935. (*The Whispering Pine* October 1935, 2).



Pine Mountain SRP current site plan. Image courtesy of the Kentucky Department of Tourism Creative Services.

The second CCC camp involved with Pine Mountain State Park was SP-10, Company 3563. This Company had been located at Levi Jackson State Park in Camp SP-4, but was transferred



CCC workmen at the Pine Mountain lodge site. Photo date unknown. Photo courtesy of Pine Mountain SRP Naturalist Dean Henson.



Arch Bridge at Pine Mountain SRP, 2004.

in August 1935 to Camp SP-10. (*The Whispering Pine* August 1935, 1). At Pine Mountain, the first project that Company 3563 worked on in the park was the construction of additional roads. The camp was then assigned to building shelters, cabins, and a garage and tool house near the Park Manager's house site, and hiking trails including the "Living Stairway." (*The Whispering Pine* August 1935, 1). This Company also constructed the Arch Bridge located on Upper Park Road. The native stone masonry bridge traversed a ravine with a 62' span. (*The Mountain Laurel* November 1938, 3). While the CCC did the majority of work at Pine Mountain State Park, at some point, the WPA took over the construction on the park entrance road. (*The Mountain Laurel* March 1936, 4).

Perhaps the most unique project, and one that illustrates the conscious effort of the CCC to blend buildings and structures into the natural landscape, was the Laurel Cove Amphitheater and grounds. Laurel Cove was a natural forest cove that was transformed by the Camp SP-10 into an amphitheater complete with a stage, reflecting pool,

theater seating, and a dressing room. The CCC also constructed the Laurel Cove Shelter, landscaping, and parking area adjacent to the amphitheater. (*The Mountain Laurel*, 1936-37). The site was created for the annual Mountain Laurel Festival. Held every year since 1931, the festival culminates in the crowning of the Mountain Laurel Queen. (Kentucky Department of Parks 1968, 223). Camp SP-10 hoped that the Laurel Cove project would be the “beauty spot” of Pine Mountain State Park. (*The Mountain Laurel* January 1936, 3).



Laurel Cove Amphitheater, 2004.

In all, the major improvements that CCC camps are credited with at the park included a lodge, eleven cabins, Laurel Cove amphitheater and dressing room, three picnic shelters plus a gazebo, a gate house, a contact station (ranger station), hiking trails including the Living Stairway, Holly Springs campground site, four scenic overlooks, parking areas, barbeque grills, water fountains, and landscaping improvements. Infrastructure improvements for the park undertaken by the CCC were the construction of park roads, truck trails, the Arch Bridge, a custodian’s house, a park manager’s residence, service building, a garage and tool house, water reservoir and pump house, and dynamite magazines. These resources were constructed with natural materials like native stone and rough timber logs, reflecting the CCC’s rustic architecture design philosophy. In sum, the CCC created a dynamic and viable state park that has proven to be a valuable asset to the state and the region.



Steps that lead from the Laurel Queen’s dressing rooms to the amphitheater stage. Note the Queen’s House to the far right of the photo. 2004.

New Deal Case Study: Current Conditions

Pine Mountain State Park holds an immense number of extant CCC resources within its boundaries. Most of the 1930s resources survive and are intact, except for the gatehouse constructed by Camp SP-3 that was demolished at some point. The historic Laurel Cove Amphitheatre and its surrounds, the picnic shelters, the arch bridge, custodian's house, park manager's residence, service buildings, dynamite magazines, hiking trails, truck trails, Holly Springs campground, and the landscaping and roads that tie these elements together are in a remarkably good state of preservation. In fact, the park could easily be nominated to the National Register as a historic district under Criterion A for its association with park development in the state and the work of the CCC.

A few resources have been altered over time to keep up with current park needs. The state first renovated the lodge and guest cabins in the 1940s and 1950s. Lexington architect Robert McMeekin designed a substantial addition to the lodge in 1963. (Kentucky Department of Parks 1968, 229). The lodge's integrity was dramatically impacted during the last renovation as the original massing and form have been enveloped. The structure is not currently eligible for the National Register. However, the lodge addition and renovations have been done in a sensitive manner for the park as a whole, and could be eligible when the resource reaches 50

years of age or older. The guest cabins, which were renovated in the 1980s, have fared much better. Small additions were made to create modern kitchens. In some of the cabins, porches were enclosed to make more usable space. Materials used for the additions were similar but not exact replicas so that the progression of construction can easily be read. For the most part, the CCC associated resources at Pine Mountain State Park remain as an intact cultural landscape that expresses the conservation ethos of the agency.



Pine Mountain SRP Contact Station, 2004.



Original lodge at Pine Mountain SRP. Photo date unknown. Photo courtesy of Pine Mountain SRP Naturalist Dean Henson.



Current lodge at Pine Mountain SRP. Photo courtesy of the Kentucky Department of Tourism Creative Services.



Cumberland Falls State Resort Park (SRP) site plan. Courtesy of the Kentucky Department of Tourism Creative Services.



Dupont Lodge at Cumberland Falls SRP, 2004.



Picnic shelter at Cumberland Falls SRP, 2004.

New Deal Case Study: Cumberland Falls State Park

Cumberland Falls State Park was established in the early 1930s, just as the effects of the Depression were becoming apparent. In fact, the new state park came into existence at just about the same time that the Civilian Conservation Corps was created. The Park nearly missed becoming private property, when Governor Sampson lobbied to have the area turned over to private developers for a utility investment project. (Blakey 1986, 17).

Two CCC camps have been identified with an association to the park. Camp SP-7, Company 563 was actually located in the confines of the Park and started work in December 1933. (*The Bugler* August 1934, 2). Based on primary sources, it appears that this Camp was focused on developing tourist facilities. The Dupont Lodge was the main camp project. The lodge was a two-story, rustic building that was constructed for a cost of \$5000. (*The Bugler* September 1934, 1). When the 26-room building burned in 1940, it was estimated to have a value of \$60,000. (Blakey 1986, 85). Camp SP-7 also constructed five overnight guest cabins of the “most modern type” on a scenic bluff. Governor Laffoon and Mrs. Emma Guy Cromwell, Procurement Officer for the Kentucky State Park Commission officially dedicated the cabins in September 1934. (*The Bugler* September 1934, 4). A stone pump house was also constructed by this camp to serve as a water supply system at the park. (*The Bugler* August 1934, 2).

CCC Camp SP-1, Company 1578 at Corbin was organized as a veteran company and established on July 3, 1935. The veteran’s camp disbanded a year later in July 1936, and was reorganized as a

junior camp at SP-1. These camps were charged with infrastructure development at the 600-acre site. Their work generally consisted of developing trails, building roads and guardrails, installing drinking fountains, creating firebreaks around the park boundary, and razing “undesirable” structures. (*Cumberland Falls Spray* September 1936, 1).

Once these improvements had been made, efforts were concentrated again in developing additional lodging facilities. By February 1937, overnight cabin sites were laid out and a cabin road was being built. (*Cumberland Falls Spray* February 1937, 9). Camp SP-1 continued working in the Park until October 1937 when it was moved out of state. Other accomplishments from this Camp are the “Jacob’s Ladder” trail and stone stairway to the Falls from Dupont Lodge, a concession building near the Falls, and planting 1000 walnut trees. (*Cumberland Falls Spray* April 1937, 3).

Additionally, CCC Camp F-7, Company 509 did some work in the park, but was not directly affiliated with Cumberland Falls. This camp was based in Williamsburg (Whitley County), and was charged with forest protection and management. This camp, which did most of the fire suppression and fire fighting work for Cumberland Falls State Park, was probably responsible for construction of Pinnacle Knob Fire Tower. Further research would be required to confirm this connection to the lookout tower. (*The Forerunner* May 1936, 5). The WPA was involved with construction projects at Cumberland Falls State Park. After the original CCC Dupont Lodge was destroyed by fire, the WPA actually rebuilt the Dupont Lodge in a rustic style with 26-rooms. Construction was completed in 1941. (GP, PA64M1).



Above left: Fireplace at Trail #11 Shelter, 2004. Below left: Original cabin built by the CCC. Photo taken in 2004. Right: Trail from Dupont Lodge to the Falls area. Built by the CCC. Photo taken in 2004.

New Deal Case Study: Current Conditions

The CCC and the WPA were both instrumental in the development of Cumberland Falls State Park. Several resources associated with their tenure at the Park remain intact.

The Dupont Lodge has been renovated three times, since the WPA rebuilt it. Even though additions were made to the Lodge, the original section of the building is intact and readable. Some interior modifications to the guest room areas have been made that cover original materials; however, these appear to be reversible changes, given that the new materials cover rather than replace the old. Six of the original CCC cabins survive on the bluff east of Dupont Lodge. Constructed with stone foundations and horizontal log walls, these cabins retain a high degree of their original materials and design. Renovations were made in 1999 to add modern kitchens, which are successfully integrated into the cabin design while still being clearly delineated through use of vertical board siding. One resource associated with tourist facilities has been demolished; the original CCC concession stand at the Falls was replaced with a newer Visitor's Center.

The hiking trails known to be associated with the CCC are numbers 4, 9, 11, and 12. Other trails in the Park are likely to have been constructed by the CCC as well, based on information in the CCC Camp Newsletters.¹³ Various features associated with the CCC also remain intact on or near the trails. For instance, dynamite magazines used during the CCC era are located on Trail #4. The trail that leads visitors to the Falls also remains intact. The lodge parking area guardrails and trailheads are also believed to be associated with the CCC, and are intact.

There are three park shelters that were constructed by the CCC, although they were not specifically mentioned in camp newsletters. The picnic shelter located on Trail #2 near the Cumberland River is a rustic style shelter with a massive central stone fireplace. Along Trail #11, there is a smaller shelter

¹³ For instance, *The Cumberland Falls Spray* names Job #206 as a project for foot trails in the Park, but no names or numbers are given.



Fireplace at cabin 521. Note the altered wall surfaces and the original stone chimney. Photo taken in 2004.



Remodeled kitchen in Cabin 521. Photo taken in 2004.



CCC Dynamite Magazine on Trail #4, 2004.



Trail #11 Shelter, 2004.

that is an octagon shape and constructed with stone and log. This shelter also has a massive stone fireplace on a gable end wall. The other shelter known as the “Gorge Overlook” is located on Trail #9; a small shelter constructed of vertical log designed to serve as a viewing station for the Falls area.



Clifty Incinerator, 2004.

Infrastructure elements such as roads, water supply, and waste disposal constructed during the New Deal era also survive. The amount of alteration to the road system remains unclear. It could be assumed that with modern transportation advancements that at least the road surface has been altered over time, though original alignments seem to be intact. The stone pump house remains intact, but not in use. It is located near the shelter on Trail #2 by the Cumberland River. The Clifty Incinerator is also thought to be associated with the CCC. It is a small stone building with a massive chimneystack. This building is located directly adjacent to the 1950s Clifty Hall that served as a dormitory for park employees.

In all, Cumberland Falls State Park is eligible for the National Register as a historic district associated with the development of the state park system and the work of the CCC in Kentucky. In spite of some inappropriate preservation treatments, which appear for the most part to be reversible, the structures still read as part of the New Deal era.

The New Deal and the Civilian Conservation Corps: CCC Camps

The average boy who comes out of the Civilian Conservation Corps camps has in him the makings of a good citizen. He may have entered discouraged and soured on the world. But he leaves with the knowledge that a nation bent on conserving both its human and its natural resources must have at heart the interest of every one of its citizens.

More than one boy has learned the glory of work in these camps. More than one has been taught to realize the virtue of real effort. Their contribution to this country has been more than little trees planted, fire lanes cleared, and streams held in their banks. Theirs has been a spirit of service...

From *The Algonquin*, 25 February, 1937.

The CCC established camps in every state and in rural areas across the country to serve their mission of forest fire prevention, forest husbandry, and recreational and natural improvements. (Merrill 1981, 15). Much of the work accomplished by the CCC was in remote areas, such as forests or parks. Since there was a need to keep enrollees close to project sites, camps were established in close proximity to work areas.

The War Department administered camp operations. Administrative duties included assigning personnel, selecting the camp site, providing supplies and equipment, and the maintenance of facilities and equipment. (Merrill 1981, 15). Probably due to military involvement, CCC camps operated like a military post, as enrollees, ate, slept and lived at the camp.

In terms of operations, CCC enrollees were assigned to companies of approximately 200 men. These companies were given a three-to-four digit number by the War Department that signified the corps area where the company was originally formed. Companies could be transferred to areas where there was a need for more men. It is not unusual to find companies from other parts of the country based in a different corps area. For instance, Kentucky is in the fifth corps area, but some companies from Kentucky were sent to California in the ninth corps area. These transferred companies retained their fifth corps area designation even though they were now located in California.

Camp numbers were specific to the type of project being undertaken. A letter in front of the camp number designated the type of project the CCC Company was assigned: F for national forests; S for state forests; P for private land; SP for state parks; and NP for national parks. (Merrill 1981, 16). Camps



Bald Rock (Laurel Co.) camp enrollee, Leroy Eddy, 1941. Photo courtesy of USFS archaeologist Randy Boedy. (Source: Tom Mayne, Bald Rock enrollee, 1940-41).



Three men at the Greenwood Camp (McCreary Co.), 1935. Photo courtesy of USFS archaeologist Randy Boedy. (Source: Verne Acord, 1935 Greenwood enrollee).

were also given an informal name that either related to a place, a geographic feature, an animal, or a person. The most likely reason for naming the camp was to give their temporary home a more personal identity.

Although policy forbade discrimination on the basis of color, race, creed, or politics, camps were segregated. Black camps were designated with a “C” in the Company number.

(Albright et. al. 1990, E-3). Very few camps were integrated, though if the company number has an “X” this indicates that it was a “mixed” camp. Veteran’s camps were also established, providing employment for World War I veterans who were beyond the traditional CCC age. Those companies would have a “V” in the number. (Albright et. al. 1990, E-3).

Upon arrival at a new site, enrollees were charged with clearing the site and setting up camp. Men were initially housed in tents, until sturdier buildings could be erected. As the CCC program developed at a site, most buildings were designed to be portable, yet solid. It was important that buildings could be easily moved and reassembled at other camp sites when an existing camp shut down. To make this process more efficient, the CCC adopted standardized designs for camp buildings using precut lumber. (Cohen 1980, 25). Since CCC camp buildings were generally intended to be temporary in nature, it is unusual to find buildings extant at former camp sites. (Albright et. al. 1990, E-4).

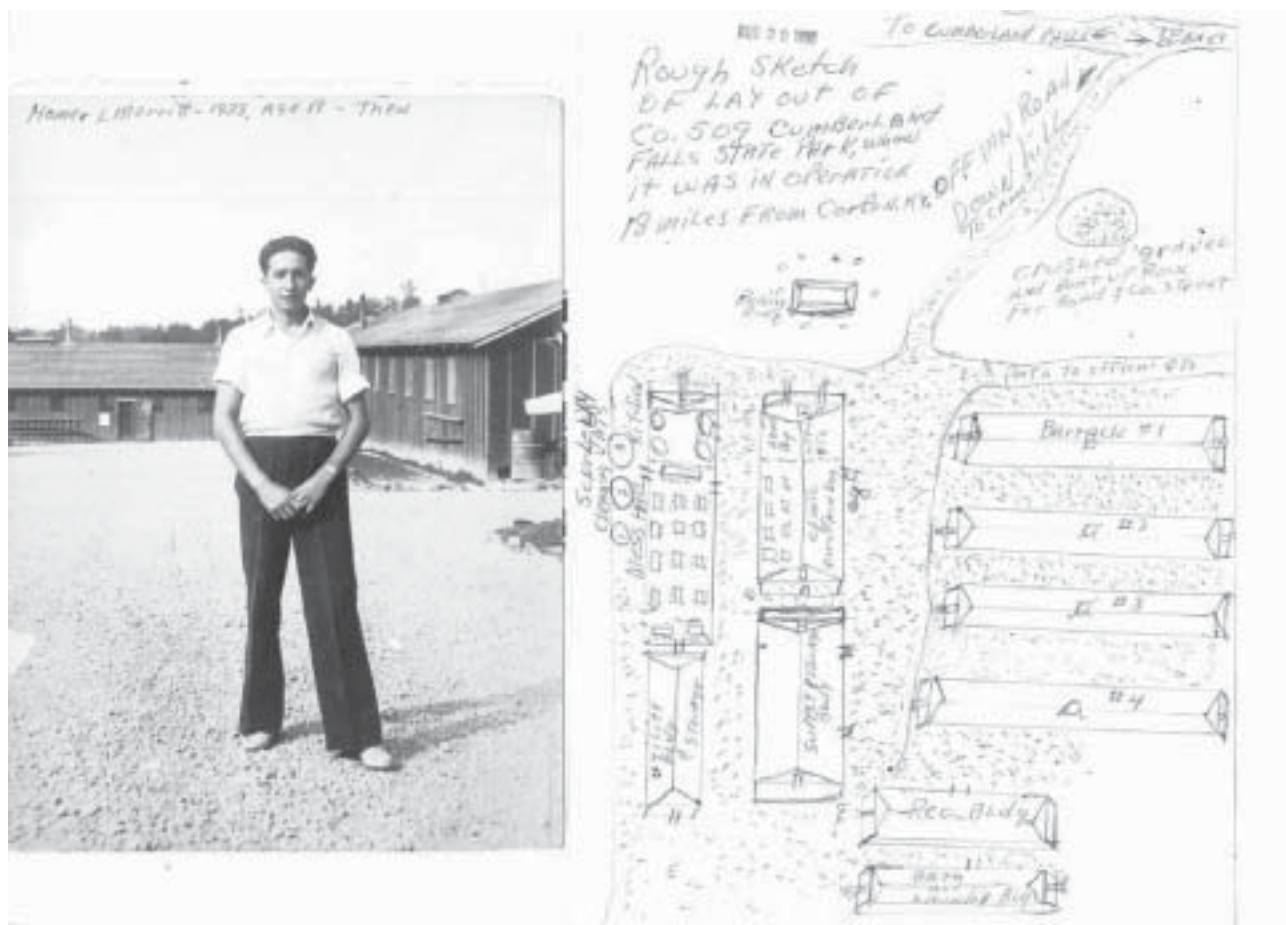
The nature of CCC projects and number of men at a camp created a need for a variety of buildings. The typical buildings found in a CCC camp included four to five barracks, officers quarters, kitchen/mess hall, laundry, bath house, latrine, recreation hall, education building, infirmary, tool storage building, garages, oil house, paint house, and generator house. Most buildings were of wood-frame construction with clapboard or board-and-



CCC camp buildings at Pine Mountain. Photo date unknown. Photo courtesy of Pine Mountain SRP Naturalist Dean Henson.



Stearns CCC Camp (McCreary Co.), circa 1936-37. Photo courtesy of USFS archaeologist Randy Boedy. (Source: Verne Acord, 1935 Greenwood enrollee).



Homer Merritt at the Cumberland Falls CCC Camp. His rendering of the camp site is to the right. Photo courtesy of USFS archaeologist Randy Boedy. (National Association of CCC Alumni, St Louis).

batten siding and had gable roofs. Buildings such as pump houses and dynamite magazines were constructed with reinforced concrete. Foundation walls could be concrete slab or piers.

CCC camp buildings were usually one story and rectangular in form. (Merrill 1981, 16). These buildings had varying dimensions depending on use. (Merrill 1981, 16). For example, at Camp F-9 Company 1559, barracks sheltering at least 50 men were 20 feet by 112 feet, while officers quarters were 20 feet by 44 feet. The mess hall at the camp was 20 feet by 116 feet, while the recreation building was only 28 feet by 56 feet. (*Pine Ridge Peckerwood* 1935, 1).

Site plans and building types varied depending on the terrain and camp needs. (Albright et. al. 1990, E-3). Concrete dams and waterworks were also constructed at CCC camp sites to supply water. (*Rockcastle Camp Chatter* 1936, 1). Along with the camp buildings, the enrollees improved their environs with athletic fields, walkways, roads, and sometimes pools. This work was done during the enrollees leisure time.

When the CCC undertook projects in isolated locations a significant distance from the main camp, a side camp would be established. (Merrill 1981, 16). Side camps, sometimes known as spike or spur camps, consisted of a group of 20 to 30 enrollees from a company. These camps were temporary in nature and were generally in existence only for the duration of the project. Tents were used for shelter and administrative purposes at the side camp. Occasionally, a side camp would become a main camp and more sturdy structures would be added.

CCC Camps in Kentucky

In Kentucky, approximately 85 CCC camps were established across the state. Of this number, 32 CCC camps are known to have existed in the East Kentucky study region, mainly with forest or park project designations. (<http://www.cccalumni.org/states/kentucky1.html>).



Alidade at Bald Rock Lookout Tower. From USFS Interpretive Marker at Bald Rock Tower site.

Not all of the East Kentucky counties had camps, especially if there was little forested land to preserve, such as in Greenup and Boyd Counties. Other areas had numerous camps. The Cumberland National Forest, for example, had 15 camps during the period. Workers at these camps constructed fire towers, truck trails, fire breaks, telephone lines, and developed park facilities in the region. Without these camps' improvements, the development of the Daniel Boone National Forest might have been severely diminished. (Collins 1975, 217).

New Deal Case Study Example: Camp Bald Rock

The CCC camp at Bald Rock in Laurel County, known as Camp F-15, Company 3552, was located in the Cumberland National Forest, later named the Daniel Boone National Forest. According to camp newsletters, the camp started as a side camp in 1936 and was established as a permanent camp in 1938. (*Rock Castle Camp Chatter* 9/10/36, 7). It was responsible for building the Bald Rock Lookout Tower, as well as the Sublimity Bridge. Camp F-15 also assisted in forest fire presuppression and suppression efforts.

Today, this site is used by the U.S. Forest Service as a training facility for forest fire fighters. The camp site is still in active use, although, most of the original buildings have not survived. There is one wood-frame, clapboard sided building that survives on the site, known as the "Sheet Shack." This building appears to date to the CCC camp era. Local sources at the USFS have corroborated the CCC association with the structure as well. Though its original use remains elusive, project staff believe it was utilized as office space. The building has a high degree of integrity and retains most of its original materials.

The "Sheet Shack" is a gable-front building that is one story in height. The original front door and windows remain in place. The interior has wood floors with tongue and groove panel



Buildings at Bald Rock Camp, circa 1941. Enrollee Mark Gibson is in the foreground. Photo courtesy of USFS archaeologist Randy Boedy. (Source: Tom Mayne, Bald Rock enrollee, 1940-41).

walls and ceiling. The building rests on a concrete slab foundation. Part of this foundation extends past the footprint of the building which may point to its original use. The building remains in its original location, and its forested setting has not been altered. Additionally, original materials and workmanship are in high evidence on the structure. The building has experienced no additions to its initial form, and its plan has not been changed, preserving integrity of design. Therefore, the structure retains integrity of setting, location, materials, workmanship, and design.

All of these factors combine to convey integrity of *feeling* and *association*. This structure is eligible for the National Register of Historic Places under Criterion A for its association with the CCC in Kentucky.

The “mess hall” on the Bald Rock site is also believed to be associated with the CCC. However, it has been drastically altered over time making identification nearly impossible, though a few historic elements are visible on the interior and exterior. Put simply, the structure does not retain enough elements of integrity to read as a structure associated with the CCC. A great deal of detective work is necessary to find extant materials and design elements that associate it with this time. Integrity of *design* and *materials* do not exist in this case, even on a low level, making it ineligible for the National Register.

In sum, some CCC camp structures will have questionable integrity. Since it is rare to uncover such buildings intact, integrity standards must be very flexible. When assessing these buildings and landscape features, they should retain low-to-medium integrity of materials, design, workmanship, association, setting, and location.

Generally, CCC camp sites should involve an archaeological survey to determine extant resources from the New Deal period. Archaeologists can help determine site boundaries, layout, and assess the site’s condition. Given the inherent ephemeral nature of most camps, it is rare to identify extant buildings associated with the CCC. If remains are found, they should be treated as sensitive archaeological sites that may be eligible for the National Register.

Concrete foundation remains, which are generally rectangular in form with some type of raised edge rather than a flat slab, are the most likely resources to be encountered on a site. The concrete will likely have a lot of pebble in its composition and may also have visible steel rebar used for reinforcing. Features such as concrete stairs or cisterns may also be present, since these were also made of durable materials. Water systems, such as stone or concrete dams or iron pipe and drainage ditches, may also be observed. Field surveyors should inspect streams or creeks for evidence of water distribution elements.



Bald Rock CCC building, known as the “Sheet Shack.” Photo taken in 2004.



Bald Rock Mess Hall, 2004. Modern alterations have made this structure ineligible for the National Register.



CCC dynamite magazine near Bald Rock site, 2004.

The New Deal and the Civilian Conservation Corps: Lookout Towers

This trail on contour location leads to Reid's Branch over headwaters of Britton Branch; thence to a proposed tower site on Little Black Mountain at Elevation of 2428. Anticipated trails will converge from this tower site to County Road on Cranks Creek, out Little Black Mountain Ridge to the village of Tway on Martins Fork and State Highway.. Construction of the above Tower and Trails will permit fire protection over a heavily timbered section in which many fires have originated in the past. The transportation of men into this section (to the actual site of fires) has in the past been very slow and difficult. The area to be developed is now under protection by cooperative agreement with the State Forest Service. From the above Tower site, lands on Yookum's Creek, Cranks, Creek, Crummies Creek, are readily visible. Triangulation with existing tower at Putney and proposed tower on Chumklick Knob (P-74) will be possible from this tower.



From *The Cloverleaf*, 4 July, 1936.

The Lookout Tower before 1905.
(Kylie 1937, *CCC Forestry*).

National and state forests are vulnerable to the dangers of wildfires, making fire detection and suppression a critical element in forest management. In the interest of conservation, the mission for forest fire prevention and suppression was developed in the early 1900s by Gifford Pinchot, Chief of the Forest Service. (Grosvenor 1999, 95). Early fire detection methods included placing forest observers on high peaks with unobstructed views to detect potential fires. Having lookouts located in tall trees with crude platforms or small log cabins became favored after 1905. (Grosvenor 1999, 96).

Before dependable telephone lines were installed, fire lookout watchmen, or “fire spotters” would communicate between stations with small mirrors called heliographs. This device was made of two mirrors that reflected sunlight. Messages were sent by using Morse Code. Fire spotters were also charged with fighting fires and were equipped with fire suppression tools. Once a fire was located, the fire spotters headed to the site either on foot or by horse. (<http://www.fs.fed.us/r1/bitterroot/recreation/rentals/lookouts/lookouts.htm>).



A typical CCC era Fire Tower. (Kylie 1937, *CCC Forestry*).

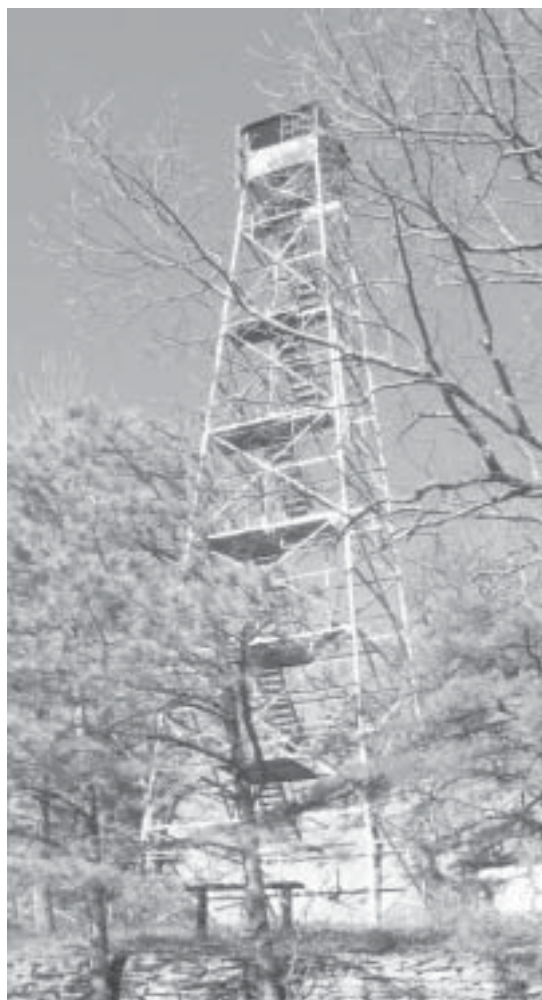
The first fire towers or lookout towers, which began to appear in the 1910s, marked an evolution in forest resource management. (Kickert 1990, 2). Integral to the landscape of forest fire detection and suppression, towers along with truck trails and telephone lines provided an organized communication system to survey forests and spot fires in early stages. This lookout system relied on a group of regional fire towers that allowed for triangulation in locating a fire. Fire fighting crews could then be dispatched to the site to suppress the fire. (Osborne 1934, 3). Generally, there was a hierarchy of fire towers with one primary tower that commanded the maximum range in the territory. Several secondary towers were located on less prominent peaks and had a shorter command range. Watchmen in the towers communicated with telephones. Once a fire was

spotted, firemen could be dispatched to the forest on a network of truck trails. (Osborne 1934, 3). Therefore, the lookout tower existed within an extremely important transportation and communication network of phone lines and truck trails.

The lookout tower in the eastern states is typically made of galvanized steel that has an open structural frame similar to a derrick. The observation platform, commonly called a cab, is enclosed. The cab size varied from 7' x 7' to 14' x 14' and was either steel or frame in construction. Larger cabs actually had space for living quarters based on the duBois design used mostly in California. The smaller cabs were stations for observation only.

Several varieties of towers were constructed by the CCC for the Forest Service. The different types of cabs include: L-4 cabs, L-5 cabs, L-6 cabs, R-6 Cabs, and the Aermotor towers. The L-4s were 14'x14' frame cabs made for human habitation, and could be placed atop tall fire towers. The earliest models have a gabled shingle roof and heavy shutters. The L-4s built in 1933-1953 have hip roofs with bolts from extended ceiling joists, instead of 2"x2" pine struts to hold the shutters open. The L-5 is a 10'x10' cab and the L-6 an 8'x8' cab. The R-6 tower uses a flat roof cab and is typically constructed of plywood.

The Aerometer Company based in Chicago produced the 7' x 7' galvanized steel cabs on towers that ranged 34' to 175' tall. (Grosvenor 1999, 96-97). (http://www.firelookout.net/Primary_Pages/definitions.htm).



Putney Fire Tower (Harlan Co.), 2004.

All towers were equipped with telephones and fire finders that usually were located in the center of the cab. To maximize viewing capabilities, windows were on all sides allowing for a panoramic view of the forest. Cabs were accessed by wooden or steel stairs with entry through a trap door. The larger cabs have catwalks on the perimeter.

Often times, there were watchman's cabins at the base of towers without living quarters. Most towers operated only during fire season; however, primary stations were run year round.

CCC Associated Fire Towers

The CCC contributed immensely to development of lookout towers, truck trails, and telephone lines in state and national forests. The conservation mission of the CCC fit well with the Forest Service's resource management plans.



Buck Knob Fire Tower (McCreary Co.), circa 1935-37. Photo courtesy of USFS archaeologist Randy Boedy. (Source: Verne Acord, 1935 Greenwood CCC Camp enrollee).

CCC camps located in forests worked on the construction of towers, truck trails, telephone lines, and fire suppression. (Collins 1975, 216). Lookout towers were generally purchased in prefabricated parts, then constructed on site by enrollees. Occasionally, side camps were established at a tower site to facilitate construction.

The CCC blazed truck trails to tower sites and through the forest for convenient access. Truck trails are generally characterized as roads covered with crushed rock or left surfaced with dirt. These roads formed a fire prevention network through the forest, and allowed vehicles and machinery access to timber stands. (Havlick 2002, 15). Fire towers also served as tourist sites since picnic tables and trails were often developed around their base. By providing recreational facilities, the Forest Service saw this as a way to educate the public on fire safety. The CCC also constructed watchman cabins and cisterns that were associated with lookout towers.

Lookout Towers in Kentucky

The CCC constructed numerous lookout towers for the US Forest Service in Kentucky during the New Deal era. The total number of fire towers constructed by the CCC for the U.S. Forest Service is estimated to be 155. (<http://www.ffla.org>). Evidence suggests that they were built in forested areas across the state.

Many towers were built in eastern Kentucky due to vast amount of forest land being developed at the time. At least 20 towers have been identified in the research area through initial archival research. (See Appendix Four). Of these, project staff has documented three lookout towers at Stearns, Pinnacle Knob, and Putney. Many more towers, however, are likely to have been constructed in the region, which remain undocumented and unrecorded.

Lookout Towers and Integrity

For CCC associated fire towers to be considered eligible for the National Register, there should be a moderate level of integrity of *setting, location, design, feeling, and association*. Ideally, tower sites should have forest surrounding the lookout. The tower must be on its original site, and it must retain enough of its original *design, setting, feeling, and association* to associate it with the CCC's tenure in forest fire prevention measures. Replacement materials on the steps and catwalks do not make a tower ineligible, as long as they are of the same general rise and run or form as the original. These materials can be expected



Stearns Fire Tower (McCreary Co.), 2004.

to need replacement, due to their exposure to the elements. The tower's *design*, then, is a more important element of integrity to be addressed.

New Deal Case Study: Pinnacle Knob Fire Tower

The Pinnacle Knob Lookout Tower located in Whitley County was constructed in 1937 by the CCC for the US Forest Service. The site is currently, and was historically, within the boundaries of Cumberland Falls State Resort Park. Initially, the National Park Service objected to the location of the tower on a prominent point in the park. Park officials were concerned that the tower would be an intrusion on the natural setting of the park. The U.S. Forest Service, however, went ahead with the construction of the tower in the fall of 1937. (Kickert 1990, 3). The tower replaced an earlier wooden structure that also had been constructed by the CCC overlooking Dryland Ridge. The new tower was sited on Pinnacle Knob with an elevation of 1300 feet. At a commanding 40 feet in height, the 14' x 14' frame cab had a panoptic view of the forest.

The Pinnacle Knob Tower triangulated fires with towers at Bald Rock, Buck Knob, Stearns, and Shelley Knob. (Kickert 1990, 2). The tower's L-4 design provided a cab with space for living quarters. Tower staff lived there during fire season. The cab was equipped with a bed, a small step stove, a radio, and a telephone. A cistern below the tower collected water from the roof. The Osborne Fire Finder, which was an alidade-type fire-sighting device, was used in conjunction with maps to pinpoint the exact location of a fire. This instrument occupied the center of the cab. (Kickert 1990, 4).

The use of lookout towers for fire detection was greatly diminished by aerial surveillance in the 1960s and 1970s. The Pinnacle Knob Tower was decommissioned by the U.S. Forest Service in 1976. (Kickert 1990, 5). Many towers were sold, abandoned, or dismantled for scrap metal, making survival rates extremely low. Locating and documenting towers can be challenging. Dense forest locations obscure towers from view. Local informants and tower enthusiasts will most likely have knowledge of tower sites.



Alidade fire-spotting device. (Kylie 1937, CCC Forestry).



Pinnacle Knob Tower trail, 2004.



Pinnacle Knob Fire Tower, 2004.

New Deal Case Study: Current Conditions

Currently, the Pinnacle Knob Tower remains in fair condition and is in need of restoration. Despite being abandoned in 1976, however, the tower retains much of its integrity, and is eligible for the National Register.



Pinnacle Knob Tower view, 2004.

Located a half mile north of Highway 90 at Pinnacle Knob, the wood frame L-4 cab sits atop the 40 foot steel tower, and has never been moved. The site remains surrounded by its original forest setting.

Accessed by steel steps, which replaced the original wooden steps, the cab's interior has wooden floors, walls, and ceiling. Windows wrap around the entire cab creating panoramic views. Several of the steel divided light windows are still intact, though the glass is missing. Most of the interior furnishings are gone with the exception of a cabinet and the base for the Osborne Fire Finder. The hipped roof of the cab has replacement cedar shakes. A steel catwalk which was originally wood, surrounds the exterior of the cab. In sum, the Pinnacle Knob Tower maintains much of its historic *design* elements, in that its form, plan, space and structure have not changed. The Tower has a low-to-medium level of integrity of *materials*, because some of the exterior original wooden materials were replaced with steel. The rise and run of the steps, however, is unchanged. Additionally, the catwalk's design has not been altered.

The combination of integrity of *setting*, *design*, and *materials* taken together convey integrity of *feeling* and *association* with the development of fire fighting technologies by the CCC and the US Forest Service.

The New Deal and the Civilian Conservation Corps: USFS Ranger Stations

One of the main missions of the CCC was to promote environmental conservation on public lands. Since national and state forests were not intended to be used as parks but as natural resources, administrative buildings and infrastructure were needed for access and management purposes. Working in conjunction with national and state forest divisions, the CCC constructed numerous support buildings for forestry personnel and equipment. (Grosvenor 1999, 33). CCC projects included construction of forestry division facilities, such as stations, dwellings, garages, warehouses, and waterworks.

Forest Service buildings were typically constructed with locally available materials, such as log and stone, in order to harmonize with scenic natural surroundings. (Grosvenor 1999, 36). In fact, use of these materials was strongly favored by the US Forest Service, which consistently supported rustic architectural styles and materials, often referred to in CCC newsletters as “old fashioned Indian or Daniel Boone style.” (*The Wildcat* 1937, 1). The rustic architectural style is generally characterized by a horizontal emphasis and low massing, similar to the Craftsman style popular at the time. (Grosvenor 1999, 33). In terms of designs, these too were approved by the US Forest Service. Plans for buildings were often already drawn and available in CCC camp manuals with specifications for construction.

New Deal Case Study: Putney Ranger Station

In 1919, the site of the first state forest, Kentenia, was established on the south side of Pine Mountain in Harlan County. The land was acquired by the state as a gift from the Kentenia-Cantron Corporation, which was presumably a company associated with timber extraction. The forest was comprised of seven scattered tracts totaling 3,624 acres. (<http://www.forestry.ky.gov/programs/stateforest/State+Forest+Locations.htm>).

In order to assist in the protection and management of the forest, an on-site district headquarters was needed. Infrastructure for the forest such as lookout towers, truck trails, and telephone lines were also necessary for forest fire prevention. To manage the program, Putney Ranger Station was established as the first district headquarters for the Kentucky State Division of Forestry and was situated in the Kentenia Forest. (Howard and Greene 1992, 488).

The ranger station was constructed by CCC Camp S-53, Company 512 with work starting in January 1937. Camp S-53 was established in May 1933 and was among the first CCC camps established in Southeast Kentucky. (*The Wildcat* 1935, 4). The camp was located adjacent to the Kentenia State Forest. Work by Company 512 encompassed forest fire suppression, fire fighting, and forest stand improvements. The camp also did extensive construction in the Kentenia Forest including roads, truck trails, fire towers, and telephone lines, as well as building the district headquarters. (*Wildcat Weekly* 1939, 2).



Putney Ranger Station, west façade, 2004.

Plans for the district headquarters were approved by the Regional Forester to construct a 69 feet by 49 feet rustic style building to serve as an office and a dwelling house for the forest ranger and his/her family. The building program included two offices, a large drafting room, a living room, a dining room, four bedrooms, and a bathroom. A basement was also constructed to provide space for heating equipment.

Materials specified for the construction of the headquarters were native sandstone quarried from state forest land to be used in the foundation to a height directly under the window sills; 10 inch logs for walls above the window sills; split shingles for the roof; and chestnut paneling with black walnut trim for the interior walls. To enhance the rustic appearance, a large stone fireplace was included between the living room and dining room and wood beamed ceilings were installed in the public spaces. (*The Wildcat* 1937, 1).



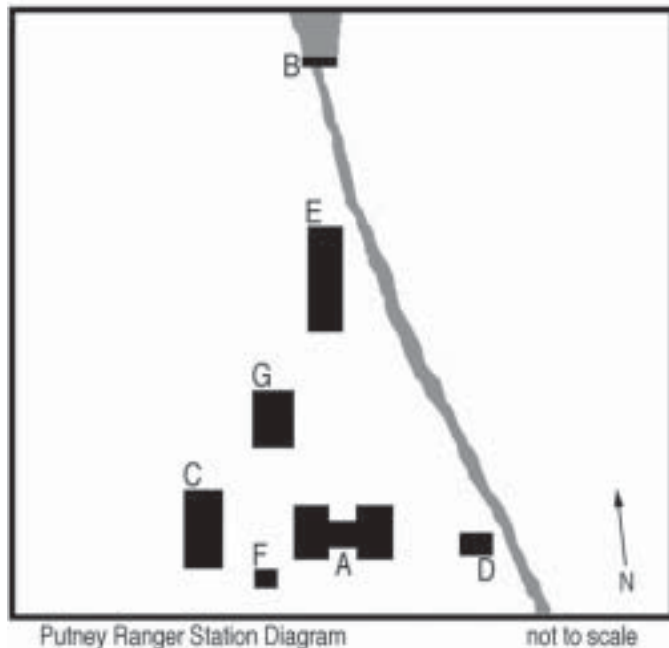
Putney Ranger Station, massive interior stone chimney, 2004.

On the exterior, plans called for a front verandah measuring 13 ft x 28 ft. Further enhancing the site, a terraced lawn with ornamental plantings was included in the overall design.

New Deal Case Study: Current Conditions

Putney Ranger Station (A) is extant and in good condition. The building is one story in height plus a basement and has a gable roof. The structure utilizes an H-shaped floor plan with a front terrace and a screened porch in the rear. The sandstone foundation and log walls remain exposed.

A creek is located to the east of the ranger station. This creek was used as a source to supply water for the Putney Ranger Station. The CCC constructed a reservoir with a dam to establish a water supply (B). It is located a short distance to the north along the creek. The dam is made with a heavy rock wall and has an adjustable flood gate. (*The Wildcat*, Aug. 1937, 1).



Putney Site plan.

The ranger station site has several support buildings also constructed by the CCC. These buildings had a variety of uses for the purpose of forest management from storage to vehicle maintenance. Two garages and a warehouse remain extant, as well as two other buildings with unknown functions.

To the west of the ranger station is a two bay garage is a log structure with a gable roof (C). The other garage is on the east side of the ranger station. It is a single bay structure with principal log framing elements and vertical wood siding (D). It has a gable front roof and a pit that appears to have been for servicing automobiles.



Putney "Tool Warehouse," Building E. Photo taken in 2004.

The rectangular "warehouse" building is located to the northeast of the station near the creek bed (E). It is of frame construction with wood clapboard siding. The structure has a gable roof with one side extending outward to form a porch along the length of the building. It sits on stone piers and has been filled in with concrete block to make a basement space. Based upon the appearance of this structure, it could have been used as living quarters for USFS staff or the CCC.

There is also a small frame building with clapboard siding and a gable-front roof directly beside the ranger station on the west side (F). The building rests on piers and may have been moved to the site at a later period. The other building sits behind the ranger station on the north side (G). It is frame with board-and-batten siding and clerestory lighting. The style and materials differ from the rest on the compound, which might indicate that it was constructed during a separate building campaign.



CCC-constructed dam at the Putney site, 2004.

New Deal Case Study: Integrity

The Putney Ranger Station is eligible for the National Register under Criterion A because of its association with the first state-owned forest in Kentucky and its association with New Deal era conservation services provided by the CCC.

It is very rare to find a forest station complex intact from this era, especially with a high level of integrity. The Putney Station is an exception, as it maintains a high degree of integrity. The site retains its forested



Putney double bay garage, Building C. Photo taken in 2004

setting and none of the buildings have been moved. Most of the original *materials* on the interior and exterior remain intact for the entire complex, including the Station building and support structures. The original windows, floors, beamed ceilings, fixtures, and paneling are still in place in the station. Additionally, the original floor plans have been retained on all structures.

There have been very few alterations to the buildings. On the station building, the kitchen and bathrooms have undergone minimal modern renovations, and split shingles on the roof have been replaced with asphalt shingles. Additionally, building E has been altered through enclosure of the open area between foundation piers with concrete block. Otherwise, there has been very little loss of materials and design elements. The former five elements of integrity, when taken together, combine to give the site integrity of *association* and *feeling* with the New Deal era. Therefore, the Putney site possesses integrity of *design, materials, workmanship, setting, location, feeling, and association*.

Today, plans for the Putney Ranger Station are to rehabilitate it as a tourism welcome center and CCC museum. The welcome center will provide crucial tourism infrastructure to Harlan County. The museum will pay homage to the CCC heritage of Harlan County. Plans include a new roof, log restoration, new heat, air, plumbing, and wiring. The outbuildings will also be repaired and restored. This project will preserve the history of the ranger station and its dependencies that were a vital element in forest management of the Kentenia Forest.

Section Six

Conclusion and Notes for Future Research

This report has attempted to chronicle New Deal history during the 1930s and 1940s across the state and in the East Kentucky study region. Contexts have been developed that address such themes as PWA and FSA housing and rural rehabilitation efforts, New Deal recreation sites, and CCC conservation infrastructure. It has become clear from these efforts that the impact of the New Deal is far-reaching. The roads we drive on, the state parks we enjoy, and the water we drink has all been influenced to some extent by a New Deal agency.

In combination with these studies, surveys have been undertaken in the region to develop an understanding of potential property types. In particular, this data along with contextual themes, has permitted for evaluation and integrity assessments of certain classes of resources, although much more still needs to be done. The four county surveys have also revealed a disturbing trend—the destruction of New Deal resources at a rate of 65 percent on average. This is a regrettably low rate of retention that undoubtedly points to a lack of recognition of the historic significance of these resources, and a subsequent need for educational efforts regarding the New Deal. The rewards for such actions will be felt in local communities gaining a broader, more holistic view of their past.

Future Research

As is always the case, there is still much work to be done. There are several classes of resources of which we are just beginning to understand. Few of these resources were documented in this study, though it is realized that they too are as ubiquitous as schools and courthouses. Particular examples of these property types are sanitary sewers, wastewater treatment facilities, incinerators, and waterworks. It will be important in future studies to document their presence and develop workable integrity standards for these property types. These studies should be done in concert with a mechanical engineer or expert in public health infrastructure.

Also important to a complete understanding of the New Deal is inclusion of all the main agencies whose mission involved construction or altering the cultural landscape. Future research should encompass the work of the PWA, CWA, CCC, KERA, FSA/RRA, HOLC, NYA, and TVA, not just projects undertaken by the WPA. The WPA's influence has largely become synonymous with the New Deal, yet its progeny do not equal half of these agencies combined.

Further augmenting these endeavors will be future county and state park surveys and National Register work. This report has largely not attempted to tell the New Deal story on this level, because of the need for a large scale context through which to view local works projects. It is hoped that this study can be utilized to initiate more studies on a smaller scale. In the region, for example, two state parks are in need to comprehensive documentation, Dr. Thomas Walker State Park and Levi Jackson State Park. Beyond the area, a full scale survey should be undertaken of state park architecture, or parkitecture, that would assist with understanding and preserving our park's historic resources, and marketing them appropriately. Additionally, all counties in the region benefited from a New Deal program, yet there are very few surveys

or National Register work accomplished in this area. A county study could, for example, link New Deal quarry sites to specific construction projects, or document CCC camp sites and work projects in a county or region.

In sum, the New Deal was the consummation of progressive efforts to modernize the state of Kentucky and the nation. Evenly paved roads, modern hospitals and clinics, and potable water can date their beginnings to the New Deal era. It is hoped that this report has successfully documented these endeavors and has shed new light on the important historic resources that date from the Great Depression that were built by local sponsors with federal government labor and assistance.

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Appendices

- Appendix One: Survey Forms Received from Project Area
- Appendix Two: Kentucky Emergency Relief Administration Work Projects, April 1934-July 1935
- Appendix Three: Civilian Conservation Corps Camps in East Kentucky
- Appendix Four: Selected Civilian Conservation Corps Projects in East Kentucky
- Appendix Five: Public Works Administration Projects in East Kentucky
- Appendix Six: Civil Works Administration Projects in East Kentucky
- Appendix Seven: Works Progress Administration Projects in East Kentucky

Appendix One: Survey Forms Received from Project Area

County	Name of Resource	Current Use	New Deal Agency
Breathitt	Little Rock School	Demolished	U*
Breathitt	Rousseau School	_____	WPA
Breathitt	Breathitt High School	Demolished	WPA
Breathitt	Five Mile School	Vacant	WPA
Breathitt	Strong Fork School	Demolished	WPA
Breathitt	Vancleve School	Church Use	WPA
Breathitt	Big Rock School	Vacant	WPA
Breathitt	Houston School	Vacant	U
Breathitt	Breathitt County Jail	Jail	WPA
Breathitt	Old Lees College Dorm	Demolished	U
Breathitt	Cockrell's Fork School	Residence	U
Breathitt	Caney School	Vacant	CWA/KERA
Breathitt	Jackson City Hall	City Hall	WPA
Breathitt	Altro School	Vacant	U
Carter	Grahn School	School	WPA
Carter	Olive Hill HS Steps	Steps	WPA
Carter	Carter City School	School	WPA
Carter	Hitchens School	School	WPA
Carter	Prichard School	Demolished	WPA
Carter	Grayson Community Center	City Hall	NYA
Carter	Carter Co. Jail	Vacant	WPA
Jackson	Water Reservoir	Abandoned	CCC
Jackson	Retaining Wall	Wall	WPA
Jackson	Jackson Co. Courthouse	Courthouse	WPA
Jackson	Horse Lick Creek Bridge	Bridge	WPA
Jackson	McKee High School	Vacant	WPA
Jackson	KY 89 Culverts	Culverts	WPA
Johnson	Oil Springs Gym	Community Center	WPA
Johnson	Old Johnson County Library	Board of Ed. Office	WPA
Johnson	Old Johnson County Jail	Jail	U
Johnson	Flat Gap Gym	Gym	WPA
Johnson	The 3-C Road	Road	CCC
Johnson	Meade Memorial Gym	Gym	WPA
Johnson	Paintsville Board of Education	School	WPA
Johnson	Paintsville City Hall	City Hall	WPA
Johnson	Van Lear Gym	Masonic Lodge	WPA
Knott	Buffalo Elementary School	_____	WPA
Laurel	Sublimity Forest Community	Housing/Suburb	RRA/FSA
Laurel	Hazel Green School	School	WPA
Laurel	Bush School	School	WPA
Laurel	County Municipal Bldg	Sheriff, Jail	WPA

* U=Unknown

County	Name of Resource	Current Use	New Deal Agency
Laurel	Bennett Branch School	Community Center	WPA
Laurel	School	School	WPA
Laurel	London School/Gym	School/Gym	WPA
Laurel	Cold Hill School	Residence	WPA
Laurel	Lily School Gym & Classrooms	Private	WPA
Laurel	East Bernstadt Ind. Elementary School	School	WPA
Laurel	Wiggins Gymnasium	Gym	WPA
Laurel	Pittsburg School	School	WPA
Laurel-LJSP*	Custodians House	House	CCC
Laurel-LJSP	Little Laurel River Dam	Dam	CCC
Laurel-LJSP	Log Shelter	Picnic Shelter	CCC
Laurel-LJSP	Stone Walls @Park Entrance	Walls	CCC
Laurel-LJSP	Maintenance Barn	Barn	CCC
Laurel-LJSP	LJ SP Museum Bldgs	Museum	WPA
Laurel-LJSP	McHargue's Mill Reconstruction	Museum Site	WPA
Laurel-LJSP	Stone Gate House	Vacant	CCC
Laurel-LJSP	Stone Wall	Wall	CCC
Lawrence	Martha School House	Vacant/Ruins	U
Lawrence	Blaine School	Vacant/Ruins	KERA
Lawrence	Clifford School Gym	Vacant	WPA
Lawrence	City of Louisa City Hall	City Hall	WPA
Lawrence	Lowmansville School	Private Business	U
Lawrence	Meades Branch School	Church	U
Lawrence	Webville School Bldg.	Storage	U
Lawrence	Lawrence County Courthouse (Jail)	Sherriff Office	WPA
Lee	Beattyville City Hall		WPA
Lewis	Lewis County Elementary (Central)	School	U
Lewis	Lewis County Courthouse	Courthouse	WPA
Martin	Martin County Courthouse	Courthouse	WPA
Martin	Tomahawk School	School	WPA
Morgan	Morgan County HS	Govt Building	KERA/WPA
Morgan	Crockett School	Private Owner	WPA
Morgan	Cannel City School	School	WPA
Morgan	Wrigley School	School	WPA
Morgan	Woodsbend School	Vacant	WPA
Morgan	Morgan County Jail	Historical Society	WPA
Pike	Shelbiana School	Vacant	WPA
Pike	Pauley Bridge	Abandoned	WPA
Whitley	Pleasant View School	School	WPA
Whitley	Rockholds School	School	WPA
Whitley	City School Auditorium	Cumberland College Bldg.	WPA
Wolfe	Campton Elementary	School	WPA

Source: Local County Judge Executives, Historical Societies, and Tourist Commissions

*Levi Jackson State Park

Appendix Two: Kentucky Emergency Relief Administration Work Projects, April 1934 - July 1935

<i>Type of Project</i>	<i>Number of Projects</i>	<i>Description</i>
Abattoir	1 abattoir	Improved and Repaired
Abattoir	1 abattoir	Constructed
Acres of Ground Landscaped	792 acres	New Construction
Acres of Ground Landscaped	13100 acres	Improvements
Airport Buildings	2 airport bldgs.	Improved and Repaired
Airport Buildings	2 airport bldgs.	Constructed
Airports	2 airports	Improved
Airports	19 airports	Constructed
Amphitheatre	1 amphitheatre	Improved
Armories	4 armories	Improved and Repaired
Armory Riding Hall	1 armory riding hall	Constructed
Auditoriums	3 auditoriums	Constructed
Auditoriums	2 auditoriums	Improved and Repaired
Baseball Fields	10 fields	Constructed
Baseball Fields	27 fields	Improved
Bath House	1 bath house	Improved and Repaired
Beautified Highway	825 miles	Beautified
Bridges	576 bridges	Constructed
Bridges	446 bridges	Improved and Repaired
Buildings	8 bldgs.	Demolished
Children's Camps	3 camps	Improved and Repaired
Children's Camps	4 camps	Constructed
Children's Playgrounds	3 playgrounds	Constructed
Children's Playgrounds	9 playgrounds	Improved
City Halls	3 city halls	Constructed
City Halls	12 city halls	Improved and Repaired
Combination Athletic Fields	20 fields	Constructed
Combination Athletic Fields	22 fields	Improved
Combination Community Bldgs	3 community bldgs	Improved and Repaired
Combination Community Bldgs	2 community bldgs	Constructed
Concrete Roads	2 1/2 miles	Constructed
Concrete Roads	29 miles	Improved and Repaired
Concrete Stadium	1 stadium	Improved and Repaired
Concrete Stadium	1 stadium	Constructed
Courthouses	50 courthouses	Improved and Repaired
Culverts	1035 culverts	Constructed
Culverts	660 culverts	Improved and Repaired
Curb and Gutter	5 miles	Improved and Repaired
Curb and Gutter	28 miles	Constructed

<i>Type of Project</i>	<i>Number of Projects</i>	<i>Description</i>
Dams	3 dams	Improved and Repaired
Dams	8 dams	Constructed
Dirt Roads	2303 miles	Improved and Repaired
Dirt Roads	163 miles	Constructed
Drainage Ditch	15 miles	Improved and Repaired
Drainage Ditch	9 miles	Constructed
Electric Line	2 miles	Constructed
Electric Power Plant	1 power plant	Improved and Repaired
Fair Buildings	63 fair bldgs.	Improved
Fire Cisterns	13 fire cisterns	Constructed
Firehouse	1 firehouse	Constructed
Firehouses	17 firehouses	Improved and Repaired
Fish Hatcheries	3 hatcheries	Improved and Repaired
Fish Hatcheries	2 hatcheries	Constructed
Football Fields	5 fields	Constructed
Game Preserve	1 game preserve	Improved
Garbage Transfer Station	1 transfer station	Constructed
Gas Main	5 miles	Improved and Repaired
Golf Courses	1 golf courses	Constructed
Golf Courses	7 golf courses	Improved
Gravel Roads	248 miles	Constructed
Gravel Roads	3181 miles	Improved and Repaired
Gymnasiums	8 gymnasiums	Improved and Repaired
Gymnasiums	3 gymnasiums	Constructed
Hospitals	22 hospitals	Improved and Repaired
Houses	21 houses	Repaired and Remodeled(in lieu of rent)
Incinerator	1 incinerator	Improved and Repaired
Jails	24 jails	Improved and Repaired
Jails	6 jails	Constructed
Lake	1 lake	Improved
Lakes	2 lakes	Constructed
Large Courthouse	1 courthouse	Under Construction
Large Parks	2 parks	Constructed
Large Parks	13 parks	Improved
Levees	14 miles	Improved and Repaired
Libraries	18 libraries	Improved and Repaired
Libraries	2 libraries	Constructed
Macadam Roads	354 miles	Improved and Repaired
Macadam Roads	32 miles	Constructed
Masonry Grandstand	1 grandstand	Constructed
Military Reservation	1 reservation	Constructed
Military Reservations	2 reservations	Improved

Type of Project	Number of Projects	Description
Miniature Artillery Range	1 artillery range	Constructed
Misc. Courts, Croquet, etc.	33 misc.	Constructed
Municipal Garages	3 garages	Constructed
Municipal Garages	4 garages	Improved and Repaired
Other Roads	7 miles	Constructed
Other Roads	21 miles	Improved and Repaired
Other Waterways	63 miles	Flood Control
Park Building	1 park bldg	Improved
Park Buildings	21 park bldgs.	Constructed
Paths and Trails	68 miles	Constructed
Pumping Stations	2 stations	Constructed
Pumping Stations	2 stations	Improved and Repaired
Relief Offices	90 offices	Improved and Repaired
Rip-rap Retaining Wall	1½ mile	Constructed
Running Tracks	7 tracks	Constructed
Sanitary Privies	8371 privies	Constructed
Schools	19 schools	Under Construction, capacity 1-50
Schools	7 schools	Constructed
Schools	25 schools	Under Construction, capacity 51-500
Schools	1 school	Constructed
Schools	262 schools	Improved and major repairs
Schools	844 schools	Minor repairs
Schools	7 schools	Constructed
Schools	1 school	Under Construction, capacity over 500
Septic Tanks	115 septic tanks	Constructed
Septic Tanks	26 septic tanks	Improved and Repaired
Sewage Disposal Plants	2 disposal plants	Improved and Repaired
Sewer	32 miles	Constructed
Sewer	21 miles	Constructed
Shrubs	22449 shrubs	Planted
Sidewalks	5 miles	Improved and Repaired
Sidewalks	21 miles	Constructed
Small Hospital	1 hospital	Constructed
Small Parks	24 parks	Improved
Small parks	2 parks	Constructed
State, Co., & City Poor Farms	12 poor farms	Improved and Repaired (209 acres)
Stone Retaining Wall	3¼ mile	Constructed
Storm Sewer	1 mile	Improved and Repaired
Storm Sewer	2 miles	Constructed
Streams	15 miles	Cleared
Streets	391 miles	Improved and Repaired
Streets	47 miles	Constructed

<i>Type of Project</i>	<i>Number of Projects</i>	<i>Description</i>
Swimming Pools	5 pools	Constructed
Tennis Courts	59 tennis courts	Constructed
Tennis Courts	76 tennis courts	Improved
Trees	74820 trees	Planted
Wading Pool	1 wading pool	Constructed
Water Main	7 miles	Laid
Water Reservoirs	5 reservoirs	Improved and Repaired
Wells	380 wells	Improved and Repaired
Wells	52 wells	Dug
Wooden Grandstand	1 grandstand	Improved and Repaired
Wooden Grandstands	13 grandstands	Constructed

Source: Kentucky Emergency Relief Administration, Annual Report of the KY Emergency Work Division, April 1, 1934 to July 1, 1935.

Appendix Three: Civilian Conservation Corps Camps in East Kentucky*

County	Closest Post Office	Camp Type	Company #	Start Date
Bell	Pineville	SP-3	548	11/26/1933
Bell	Pineville	SP-10	563	8/10/1935
Breathitt	Noble	S-51	547	6/6/1933
Harlan	Cumberland	P-64	555	12/2/1933
Harlan	Pathfork	P-74	3546	7/20/1935
Harlan	Putney	S-53	512	5/23/1933
Harlan	Crummies	S-84	3545	10/1/1939
Harlan	Chappell	P-83	512	10/25/1939
Harlan	Louellen	P-75	3536	7/21/1935
Harlan	Bledsoe	P-77	3535	7/21/1935
Harlan	Cumberland	P-64	599	12/2/1933
Harlan	Chappell	P-83	3565	1/15/1942
Jackson	McKee	F-13	564	10/2/1935
Johnson	Paintsville	P-73	1518	9/27/1934
Laurel	London	SP-4	563	6/15/1935
Laurel	London	F-11	3552	7/30/1935
Laurel	London	F-15	3552	9/6/1938
Laurel	London	SP-4	566	11/18/1933
Laurel	London	F-5	3544	6/17/1935
Leslie	Wooton	P-54	1519	6/19/1933
McCreary	Greenwood	F-6	523	10/4/1934
McCreary	Stearns	F-12	1502	11/18/1935
McCreary	Stearns	P-65	597	11/16/1933
McCreary	Bell Farm	F-14	509	9/11/1938
Perry	Buckhorn	P-76	547	4/30/1936
Pike	Pikeville	P-81	1519	1/14/1936
Pike	Mallier	S-82	1518	11/1/1939
Whitley	Corbin	SP-1	1578	7/3/1935
Whitley	Corbin	SP-7	563	12/14/1933
Whitley	Corbin	SP-1	509	10/8/1933
Whitley	Williamsburg	F-7	509	5/23/1933
Whitley	Kalyn	P-52	598	11/26/1933

**This list is not comprehensive.*

Source: <http://www.cccalumni.org>

Appendix Four: Selected Civilian Conservation Corps Projects in East Kentucky

<i>County</i>	<i>CCC company/camp</i>	<i>Camp location</i>	<i>Project name</i>
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Lower Parking Area
Bell	Co. 3563/SP-10	Pineville	Resettlement Fire Tower Telephone Line
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Upper Park Rd Culvert
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Quarry
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Laurel Grounds Seating
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Upper Rd "The Arch Bridge"
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Laurel Grounds
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Laurel Grounds Landscaping
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Upper Park Rd
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Park Road
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Hiking Trail
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Garage
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Dynamite Magazine
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Shelter House
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Entrance Road
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Laurel Grounds Truck Trail
Bell	Co. 3563/SP-10	Pineville	Pine Mtn. SP Roadside Lnd
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Road Grd Rail
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Entrance Road
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Water Reservoir
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Holly Springs Camp Rd.
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Service Bldg
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Custodian Hse
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Lower Parking Area
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Contact Stn.
Bell	Co. 548/SP-3	Pineville	Pine Mtn. SP Gatehouse
Bell	Co. 548/SP-3	Pineville	Pine Mtn. Shelter Hse Laurel Festival Grounds
Breathitt	Co. 547/S-51	Noble	Cole's Fork Road
Breathitt	Co. 547/S-51	Noble	Wooten Project
Harlan	Co. 3536/P-75	Louellen	Little Black Mtn. Fire Tower
Harlan	Co. 3536/P-75	Louellen	Big Black Mtn. Truck Trail
Harlan	Co. 3536/P-75	Louellen	Project on Little Black Mtn.
Harlan	Co. 3536/P-75	Louellen	Benham Spur Fire Tower
Harlan	Co. 3536/P-75	Louellen	Black Mountain Trail
Harlan	Co. 3536/P-75	Louellen	Baxter Truck Trail
Harlan	Co. 3536/P-75	Louellen	Fugitts Creek Truck Trail
Harlan	Co. 3545/P-74	Pathfork	Martin's Fork Ridge Truck Trail West
Harlan	Co. 3545/P-74	Pathfork, Hulen	Lovely Branch Truck Trail
Harlan	Co. 3545/P-74	Pathfork	Martin's Fork Bridge
Harlan	Co. 3545/P-74	Pathfork	Chunk Link Tower

County	CCC company/camp	Camp location	Project name
Harlan	Co. 3545/P-74	Pathfork	Pathfork Bridge
Harlan	Co. 3545/P-74	Pathfork	Pathfork Lookout Tower
Harlan	Co. 3545/P-74	Pathfork	Rockhouse Road
Harlan	Co. 512/S-53	Putney	Gatun Trail
Harlan	Co. 512/S-53	Putney	Pine Mountain Trail
Harlan	Co. 512/S-53	Putney	Laden Trail
Harlan	Co. 512/S-53	Putney	Benham Spur Telephone Line
Harlan	Co. 512/S-53	Putney	Putney Lookout Tower
Harlan	Co. 512/S-53	Putney	Gross Knob Fire Tower
Harlan	Co. 512/S-53	Putney	Dam for District Hdqtrs
Harlan	Co. 512/S-53	Putney	Issac's Creek Trail
Harlan	Co. 512/S-53	Putney	Ridge Top Trail
Harlan	Co. 512/S-53	Putney	District Headquarters
Harlan	Co. 512/S-53	Putney	Greasy Road
Harlan	Co. 512/S-53	Putney	Kentenia Trail
Harlan	Co. 512/S-53	Putney	Putney Tower Trail
Harlan	Co. 512/S-53	Putney	Camp Harlan Quarry
Harlan	Co. 512/S-53	Putney	Gross Knob Tower Rd
Harlan	Co. 512/S-53	Putney	Telephone Lines
Harlan	Co. 512/S-53	Putney	Laden-Laurel Trail
Harlan	Co. 512/S-53	Putney	Kentenia State Forest Telephone Lines
Harlan	Co. 512/S-53	Putney	Pine Mountain School Trail
Jackson	Co. 1502/F-12	McKee	Drip Rock Rd
Jackson	Co. 1502/F-12	McKee	McKee-Livingston Rd.
Jackson	Co. 564/F-13	McKee	Indian Creek Bridge #2
Jackson	Co. 564/F-13	McKee	Horse Lick Bridge
Jackson	Co. 564/F-13	McKee	McKee-London Telephone
Jackson	Co. 564/F-13	McKee	Drip Rock Indian Creek
Jackson	Co. 564/F-13	McKee	Jackson Quarry Dynamite Magazine
Jackson	Co. 564/F-13	McKee	Warfork Bridge
Jackson	Co. 564/F-13	McKee	Indian Creek Bridge #1
Johnson	Co. 1518/S-82	Heiller	Sycamore Truck Trail Guard Rails
Johnson	Co. 1518/S-82	Heiller	Flatwoods Truck Trail
Johnson	Co. 1518/S-82	Heiller	Sycamore Truck Trail
Johnson	Co. 1518/S-82	Heiller	Flatwoods Game Farm Fire Tower
Johnson	Co. 1518/P-73	Paintsville	Spring Knob Fire Tower
Johnson	Co. 1518/P-73	Paintsville	Spring Knob Truck Trail
Johnson	Co. 1518/P-73	Paintsville	Boones Camp-McClure Trail
Laurel	Co. 3544/F-5	London	Bray Quarry
Laurel	Co. 3544/F-5	London	Matthew's Quarry
Laurel	Co. 3552/F-11	London	Camp Waterworks
Laurel	Co. 3552/F-11	London	Sublimity Rd
Laurel	Co. 3552/F-11	London	Bernstadt-Hazelpath Rd

County	CCC company/camp	Camp location	Project name
Laurel	Co. 3552/F-11	London	Mize Quarry
Laurel	Co. 3552/F-11	London	Mt. Victory Rd
Laurel	Co. 3552/F-11	London	Sand Hill Fire Tower
Laurel	Co. 3552/F-11	London	Mt. Victory Rd Culverts
Laurel	Co. 3552/F-11	London	Pine Creek Trail
Laurel	Co. 3552/F-11	London	Bernstadt Johnson Church Rd
Laurel	Co. 3552/F-11	London	Penitentiary Hollow Dam
Leslie	Co. 3535/P-77	Bledsoe	Asher Fire Tower
Leslie	Co. 3535/P-77	Bledsoe	Beechfork Creek Bridge
Leslie	Co. 3535/P-77	Bledsoe	Bledsoe Truck Trail
Leslie	Co. 3535/P-77	Bledsoe	Laurel (Fork) Creek
Leslie	Co. 3535/P-77	Bledsoe	Laurel Bridge
Leslie	Co. 3535/P-77	Bledsoe	Middlefork Bridge
Leslie	Co. 3535/P-77	Bledsoe	Gray Mountain Truck Trail
Leslie	Co. 3535/P-77	Bledsoe	Spruce Pine Bridge
Leslie	Co. 3535/P-77	Bledsoe	Beverly Truck Trail
Leslie	Co. 3535/P-77	Bledsoe	Straight Creek Truck Trail
Leslie	Co. 512/P-83	Chappel	Laurel Creek Rd Culvert
Leslie	Co. 512/P-83	Chappel	Greasy Creek Bridge
Leslie	Co. 512/P-83	Chappel	Laurel Creek Rd
McCreary	Co. 1502/F-12	Stearns	Bower Rd
McCreary	Co. 1502/F-12	Stearns	Slavens Tower
McCreary	Co. 1502/F-12	Stearns	Yamacraw Bridge
McCreary	Co. 1502/F-12	Stearns	Turkey Knob Tower
McCreary	Co. 1502/F-12	Stearns	Day Ridge Quarry
McCreary	Co. 1502/F-12	Stearns	Sandhill Rd
McCreary	Co. 1502/F-12	Stearns	Hickory Knob Tower
McCreary	Co. 1502/F-12	Stearns	Red Bird Rd
McCreary	Co. 1502/F-12	Stearns	Bell Farm Rd
McCreary	Co. 1502/F-12	Stearns	Sand Hill Truck Trail
McCreary	Co. 1502/F-12	Stearns	Cave Creek Quarry
McCreary	Co. 1502/F-12	Stearns	Skull Bone Tower
McCreary	Co. 1502/F-12	Stearns	Funston Tower
McCreary	Co. 1502/F-12	Stearns	Bald Knob Tower
McCreary	Co. 1502/F-12	Stearns	Buck Knob Tower
McCreary	Co. 523/F-6	Greenwood	Greenwood Quarry
McCreary	Co. 597/P-65	Stearns	KY Border 22 mile Foot Trail
McCreary	Co. 597/P-65	Stearns	South Fork River Truck Trail
McCreary	Co. 597/P-65	Stearns	Bell Farm Truck Trail
McCreary	Co. 597/P-65	Stearns	Sunset Rock Fire Tower
McCreary	Co. 597/P-65	Stearns	Yamacraw Ford
McCreary	Co. 597/P-65	Stearns	Rock Creek Rd Culverts

County	CCC company/camp	Camp location	Project name
McCreary	Co. 597/P-65	Stearns	Stearns-Shelly Knob Telephone Lines
Perry	Co. 547/P-76	Buckhorn	Camp to Hazard Road
Perry	Co. 547/P-76	Buckhorn	Buckhorn-Oneida Truck Trail
Perry	Co. 547/P-76	Buckhorn	Buckhorn Dam Project
Pike	Co. 1519/P-81	Nigh	Lucinda Knob Fire Tower
Pike	Co. 1519/P-81	Nigh	Telephone Lines
Pike	Co. 1519/P-81	Nigh	Staggerwood Truck Trail Culvet
Pike	Co. 1519/P-81	Nigh	Motley Fork Truck Trail
Pike	Co. 1519/P-81	Nigh	Pond Creek Truck Trail
Pike	Co. 1519/P-81	Nigh	Dick's Knob Trail/Fire Tower
Pike	Co. 1519/P-81	Nigh	Mudlick Truck Trail
Pike	Co. 1519/P-81	Nigh	Staggerwood Truck Trail
Pike	Co. 1519/P-81	Nigh Big	Creek-Long Fork Trail
Whitley	Co. 1578/SP-1	Corbin	Boat Landing
Whitley	Co. 1578/SP-1	Corbin	DuPont Stone Steps
Whitley	Co. 1578/SP-1	Corbin	Walnut Tree Planting
Whitley	Co. 1578/SP-1	Corbin	Overnight Cabins
Whitley	Co. 1578/SP-1	Corbin	"Jacob's Ladder" Combo Trail and Stone Stairs
Whitley	Co. 1578/SP-1	Corbin	Creosoting Plant
Whitley	Co. 1578/SP-1	Corbin	ECW Garage
Whitley	Co. 1578/SP-1	Corbin	Park Trail
Whitley	Co. 1578/SP-1	Corbin	Improvements at Cumberland SP
Whitley	Co. 1578/SP-1	Corbin	Concession Building
Whitley	Co. 1578/SP-1	Corbin	Waste Disposal for Cabins
Whitley	Co. 1578/SP-1	Corbin	Park Foot Trails
Whitley	Co. 509/F-7	Williamsburg	Stearns Telephone line
Whitley	Co. 509/F-7	Williamsburg	Williamsburg Fire Tower
Whitley	Co. 509/F-7	Williamsburg	Shelby Knob Tower
Whitley	Co. 563/SP-7	Cumberland Falls	DuPont Lodge
Whitley	Co. 563/SP-4	Corbin	Levi Jackson State Park
Whitley	Co. 563/SP-7	Cumberland Falls	Park Cabins
Whitley	Co. 563/SP-7	Cumberland Falls	Pumphouse
Whitley	Co. 598/P-52	Emlyn	Mud Creek Road
Whitley	Co. 598/P-52	Emlyn	Gatliff Truck Trail
Whitley	Co. 598/P-52	Emlyn	Henderson Settlement School
Wolfe	Co. 1559/F-1	Pine Ridge	Red River Bridge
Wolfe	Co. 1559/F-1	Pine Ridge	Red River Rd
Wolfe	Co. 1559/F-1	Pine Ridge	Bridge and Culvert
Wolfe	Co. 1559/F-1	Pine Ridge	Parched Corn Rd
Wolfe	Co. 1559/F-1	Pine Ridge	Timber Stand Improvement
Wolfe	Co. 1559/F-1	Pine Ridge	Tunnel Ridge Truck Trail

Source: Civilian Conservation Corps Camp Newsletters, Kentucky Historical Society

Appendix Five: Public Works Administration Projects in East KY

<i>City/County</i>	<i>Project Name</i>	<i>Docket #</i>	<i>File Available</i>
Artemus/Knox	Auditorium/Gym	X1453	No
Ashland/Boyd	Sanitary Sewer	5078	No
Ashland/Boyd	School	8796	No
Ashland/Boyd	School	W1140	No
Ashland/Boyd	School Improvements	X1293	Yes
Barbourville/Knox	Waterworks	421	No
Barbourville/Knox	Community Building	W1202	No
Beattyville/Lee	Waterworks	1732	No
Beattyville/Lee	Sanitary Sewer	W1243	No
Beattyville/Lee	High School	W1245	Yes
Belfry/Wolfe	School	W1003	No
Bell Co.	Schools	W1003	No
Booneville/Owsley	Waterworks	X1382	No
Booneville/Owsley	Waterworks	W1148	No
Boyd Co.	Schools	8831	No
Campton/Wolfe	School	W1194	No
Caney Creek/Breathitt	School	2820	No
Catlettsburg/Boyd	Auditorium/Gym	W1073	Yes
Corbin/Whitley	Waterworks	1722	No
Corbin/Whitley	Electric Plant	X1301	Yes
Corbin/Whitley	Waterworks Imp.	X1301	Yes
Cumberland/Harlan	School	X1311	Yes
Cumberland/Harlan	Bridge	X1042	Yes
Cumberland/Harlan	Lodge Building	W1021	No
Cumberland/Harlan	Waterworks	8910	No
Evarts/Harlan	Waterworks	X1414	No
Evarts/Harlan	School	W1039	Yes
Fleming/Letcher	School	W1203	No
Fullerton/Greenup	Schools	W1177	No
Fullerton/Greenup	Waterworks	W1240	No
Gray/Knox	School	W1136	No
Gray's Knob/Harlan	School	X1313	Yes
Grayson/Carter	School Additions	7058	No
Greenup/Greenup	School	W1175	No
Harlan/Harlan	School Additions	X1356	Yes
Harlan/Harlan	Disposal Plant	X1413	No
Harlan Co	Schools	8809	No
Hellier/Pike	School	W1220	Yes
Hindman/Knott	Waterworks	W1239	No

City/County	Project Name	Docket #	File Available
Jackson/Breathitt	School	5262	No
Jackson/Breathitt	High School Auditorium	W1275	No
Lackey Garrett/Floyd	School	W1147	Yes
London/Laurel	Waterworks Imp.	W1076	Yes
London/Laurel	Sanitary Sewer	W1163	No
Louisa/Lawrence	High School	8505	No
Loyall/Harlan	Bridge	X1337	No
Loyall/Harlan	School	X1312	Yes
Lynch/Harlan	School Additions	X1445	Yes
Manchester/Clay	Waterworks	1946	No
Manchester/Clay	High School	1051	Yes
Martin/Floyd	Waterworks	4132	No
Martin/Floyd	Municipal Building	X1353	No
Middlesboro/Bell	Electric Plant	309	No
Middlesboro/Bell	High School	6478	No
Middlesboro/Bell	Sanitary Sewer	X1339	Yes
Olive Hill/Carter	Filtration Plant	1459	No
Paintsville/Johnson	Gas Plant	9265	No
Pike Co.	Schools	X1373	Yes
Pikeville/Pike	School	W1196	No
Pikeville/Pike	Nurses' Home	8314	No
Pikeville/Pike	Storm Sewer	W1120	No
Pineville/Bell	Schools	X1384	Yes
Pineville/Bell	City Hall	W1182	No
Pineville/Bell	Municipal Building	2185	No
Pineville/Bell	Swimming Pool	W1131	No
Prestonsburg/Floyd	Highway Bridge	X1387	No
Prestonsburg/Floyd	School	X1433	No
Prestonsburg/Floyd	Waterworks	X1456	No
Raceland/Greenup	School Additions	W1290	Yes
Raceland/Greenup	Waterworks	3046	No
Raceland/Greenup	Municipal Improvements	8276	No
Raceland/Greenup	Sanitary Sewer	W1222	No
Russell/Greenup	Electric Plant	W1247	No
Russell/Greenup	School	W1246	Yes
Russell/Greenup	Waterworks	X1386	Yes
Russell/Greenup	Storm Sewer	2664	No
Russell/Greenup	School	W1022	Yes
Salyersville/Magoffin	Waterworks	352	No
Salyersville/Magoffin	School	2286	No
Salyersville/Magoffin	School	7029	No
So. Portsmouth/Greenup	School	7666	No

Appendix Five, cont.

<i>City/County</i>	<i>Project Name</i>	<i>Docket #</i>	<i>File Available</i>
Stearns/McCreary	School	2829	No
Tollesboro/Lewis	School	W1010	Yes
Vanceburg/Lewis	Streets	W1213	No
Vanceburg/Lewis	Paving	X1324	No
Vanceburg/Lewis	Waterworks	W1212	Yes
West Liberty/Morgan	Waterworks	W1116	No
West Liberty/Morgan	Filtration Plant	6656	No
Whitesburg/Letcher	Waterworks	W1144	No
Whitesburg/Letcher	School	W1204	No
Whitesburg/Letcher	School	W1206	No
Whitley City/McCreary	High School	8783	No
Williamsburg/Whitley	Sanitary Sewer	W1157	No
Worthington/Greenup	Sanitary Sewer	W1252	No
Worthington/Greenup	Highway	2642	No
Worthington/Greenup	Water Mains	8664	No

Source: NARA Record Group 135, Entry VD-19

Appendix Six: Civil Works Administration Projects in East KY

<i>Location</i>	<i>Name of Project</i>	<i>Description</i>	<i>Completed</i>
Bell Co,Middlesboro	Flood Control Project	Changing Several Streams that Flow in or around Middlesboro	No
Bell Co, Middlesboro	Laurel Fork Road	Surface with Limestone Rock	No
Bell Co, Pineville	Construction of County Roads	Drain and Grade with Sandstone	
Bell Co, Pineville	Cumberland State Park Road	Parking Area to Accommodate Hundreds of Cars	No
Boyd Co	11--30	Widen, Grade, and Drain Straight Creek Road	No
Boyd Co	11--9 and 11--9--A	Uncover and Repair Sewer Mains on Long Run Creek in Ashland	No
Boyd Co	11--24	Dredge Keys Creek Hollow in Ashland	No
Boyd Co	11--25	Uncover and Repair Sanitary Sewer on Keys Creek in Ashland	Yes
Boyd Co	11--3	Uncover and Repair Sewers Leading to Sewage Disposal Plant in Ashland	Yes
Boyd Co	11--40	Construct Sanitary Toilets in Rural Boyd Co	Yes
Breathitt Co	Roads	Grading, Draining, and Repairing; 9 Projects, 34 Miles	Yes
Breathitt Co	Streets	Grading, Draining, Repairing, and Surfacing; 8 Projects, 2.03 Miles	Yes
Breathitt Co	Schools	Repairing and Completing 30 Co Schools	Yes
Breathitt Co	Storm Sewer	Main St to North Fork of KY River	Yes
Breathitt Co	Playground	Athletic Field for City and Playground for School	No
Breathitt Co	Caney Cr Cons. School	Completing Interior of 8 Room School Bldg	No
Breathitt Co	Airport		No
Clay Co	Roads (A)	Grading, Draining, and Repairing; 14 Projects, 33 Miles	Yes
Clay Co	Roads (B)	Grading, Draining, Repairing, and Surfacing; 1 Project, 2 Miles	Yes
Clay Co	Streets	Grading, Draining, Repairing, and Surfacing	Yes
Corbin, Whitley Co	Widening of Main Street		Yes
Corbin, Whitley Co	Installation of "White Way"	Removal of Unsightly Telephone and Light Poles	Yes
Corbin, Whitley Co	Lynn Creek Project	Cleaning of Stream that Runs through Town	No
Floyd Co	37-6	Road and Bridge Construction	No
Floyd Co	37-4	Street Paving Job, 18" Wide, Sidewalks on either side	Yes
Floyd Co	37-10 (Prestonburg City Hall)		No
Floyd Co	Roads	14 Road Projects in County	No
Floyd Co	Streets	4 Street Projects	No
Floyd Co	Sanitation Project	Construction of Sanitary Toilets	No
Floyd Co	Sealing Abandoned Mines		No
Greenup Co	47-1	Improvement of 2.7/10 Miles of Rd (Flat Hollow)	No
Greenup Co	47-2	Gymnasium and Auditorium for Greenup High School	No
Greenup Co	47-3 (Brushy Road)	Graveling, Draining, and Grading	No
Greenup Co	47-4 (Worthington Sts)	Repair, Ditching, Draining, and Surfacing with Slag	Yes
Greenup Co	47-5 (Raising Russell Fill)	Connecting City of Russell w/ Riverside Blvd. On Western Outskirts	No
Greenup Co	47-6 (Muddy Branch)	Improvement of Short Road that Connects Important Highways	Yes

Location	Name of Project	Description	Completed
Greenup Co	47-8 (Three Prong)	Grading and Draining; 2 Miles of Road	Yes
Greenup Co	47-9 (Whetstone-Alcorn)	Grading and Draining; 3 Miles of Road	Yes
Greenup Co	47-10 (Argillite-Hunnewell)	Draining, Grading, and Surfacing with Furnace Cinder on 3 Miles of Road	Yes
Greenup Co	47-11 (Leatherwood)	Grading and Graveling; 4 Miles of Road on Leatherwood	No
Greenup Co	47-12 (Oldtown-Laurel Furnace)	Grading, Draining, and Widening; 4 Miles of Rd, Connect To 47-13	Yes
Greenup Co	47-13 (Red Hot-Laurel Furnace)	Grading and Draining 4 Miles of Road, Repair of Bridge and Culvert	Yes
Greenup Co	47-14 (Worthington City Bldg)	Erection of City Bldg	Yes
Greenup Co	47-15 (Sunshine-Edgington)	Improvement of 3 Miles of Road	Yes
Greenup Co	47-16 (Little White Oak)	Widening, Grading, Draining, and Generally Improving 4 Miles of Road in White Oak	Yes
Greenup Co	47-17 (Indian Run-Muddy Branch)	Grading and Draining; 2 Miles of Road	Yes
Greenup Co	47-18 (Indian Run-East Fork)	Repairs to 1 & 1/2 Miles Of Road	Yes
Greenup Co	47-19 (Simonton Cheap)	Widen and Drain 6 Miles on Greenup-Grayson Highway	Yes
Greenup Co	47-20 (Greenup Streets)	Removal and Replacement of Broken Concrete; Build 10" Storm Sewer w/ Basins and Laterals	Yes
Greenup Co	47-21 (Worthington-Wurtland)	Ditching and Draining, Putting in Culverts, Surfacing w/ Creek Gravel; 2 Miles Of Road Connect to Hwy 23	Yes
Greenup Co	47-22 (Bear Run Rd -County)	Building 3100 Ft of Road to Intersect Bellefonte-Raceland Rd to New High School Site	No
Greenup Co	47-23 (Bear Run Rd City)	Building 1600 Ft of Road from Route 23	Yes
Greenup Co	47-24 (South Shore Addition)	Draining, Grading, and Repairing 3 Miles of Streets in Fullerton, South Shore, Morton's Addition	No
Greenup Co	47-25 (Smith Branch)	Improvements, Graded, and Drained 3 and 3/4 Miles of Road near Greenup	No
Greenup Co	47-29 (County Sanitary Project)	Building Sanitary Toilets	No
Harlan Co	50-19 (Playground)	Playground at Tremont School	Yes
Harlan Co	Tremont School Road	Grade and Drain	Yes
Harlan Co	Watt's Creek Road	Grade and Drain	Yes
Harlan Co	50-36 (New City Hall)	City Hall for Wallins	Yes
Harlan Co	New City Hall (Cumberland)	Quarrying Stone	No
Harlan Co	Sewer Lines (Cumberland)		Yes
Jackson Co	Streets	Const. of Sidewalks, Grading, Draining, and Surfacing Of All Streets In McKee, 1 Mile Of Streets, 1 Bridge, 4 Sidewalks, 200 Lin. Ft. Stonewall	Yes
Jackson Co	Roads (A)	Grading, Draining, and Repairing; 6 Projects, 16.25 Miles	Yes
Jackson Co	Roads (B)	Grading, Draining, Repairing, and Surfacing; 1 Project, 1 Mile	Yes
Jackson Co	Bridges	Two, Two-Span Wooden Bridges	Yes
Johnson Co	Roads	Grading, Draining, Widening, and Partly Surfacing 16 County Roads	No
Johnson Co	Streets	Removing Old Brick, Laying New Concrete Pavement (29' W X 1465' L)	Yes

Location	Name of Project	Description	Completed
Johnson Co	Court house	Interior Remodeled, Including Electric, Water, and Heating Systems	Yes
Johnson Co	Sanitation	65 Sanitary Toilets Were Built in Schools and Individual Homes	Yes
Johnson Co	City Hall (Location Unknown)	Prepare the Lot and Lay Foundation for a City Hall	No
Johnson Co	Federal Project	Project for Sealing Abandoned Mines	No
Knott Co, Hindman	Knott Co High School	Playground, Rockwall, Bridge	Yes
Knott Co	Roads	Drain and Grade	Yes
Knott Co	Playground and Retaining Wall	At City School	Yes
Knox Co	Road Projects	Conducted on Pioneer Road System	Yes
Knox Co	Subsistence Homestead	Lower Water Table Not Carried on under CWA, Rehabilitation Used CWA Money	Yes
Laurel Co	Roads	Grade and Drain; 12 To 14 Ft. in Width, Rocked from Sandstone	Yes
Laurel Co	County Courthouse	Wiring, Painting, Roofing, Stairways, Flooring, and Window Repairs	Yes
Laurel Co	County Jail	Raising of Jail Cells, Supported by Steel Beam, Excavation of Basement for Future Boiler Room Equipment	Yes
Laurel Co	Hill Street	Rocked w/ 8- Inch Sand Stone Foundation, 2 to 3 inch Limestone Top	No
Laurel Co	Laurel Co Free Public Library	Completed Basement, Modern Lighting, Plumbing, Kitchen, Sidewalk, and Retaining Wall in Front	Yes
Laurel Co, London	Laurel Co Courthouse	Extensive General Repairs and Painting	Yes
Laurel Co, London	London Graded School	General Repairs and Painting, Stone Entrance, Concrete Walks, and Steps	Yes
Laurel Co, London	Project 65-5 (City Street)	Grade, Drain, and Surface	Yes
Laurel Co, London	Project 65-12 (Hill Street)	Grade, Drain, and Surface	Yes
Lawrence Co	Street Widening	Concrete Paving	Yes
Lawrence Co	Sanitary and Storm Sewers	Digging Ditches, Laying Tile	Yes
Lawrence Co	Concrete Culverts	Building Forms, Mixing and Pouring Concrete	Ye
Lawrence Co	Roads	Filling of Large Holes, Cleaning Ditches, Building New Roads in 2 Instances	Yes
Lee Co	Roads	Grading, Draining, Repairing, and Surfacing; 4 Projects, 14 Miles	Yes
Lee Co	Streets (A)	Grading, Draining; 1 Project, 3450 Lin. Ft.	Yes
Lee Co	Streets (B)	Grading, Draining, and Surfacing, 1 Project, 1875 Lin.Ft.	Yes
Lee Co	Community Bldg	Construction of Community Bldg. 104 X 40 X 28 Ft.	No
Lee Co	Stone Retaining Wall	Eliminates a Hazardous Intersection Corner, Remedies Narrow Mountain Road	No
Lee Co	Steel Bridges	Painting and Repairing 404 Ft. Long Steel Span Street Bridge	Yes
Lee Co	Airport	Cleared, Graded, and Marked; Emergency Landing Field or Fueling Station for Mail Routes	No
Leslie Co	Rustic Bridges	Constructed of 2-3 Slender Logs, Trimmed and Faced to Receive Cross Slats Made of Small Poles	Yes

Location	Name of Project	Description	Completed
Leslie Co	Swinging Bridges	Supported with Wire Cable Anchored at either End, Floor Was Similar to Rustic Bridges	Yes
Leslie Co	School at Shoal	Construction of a School Building	No
Letcher Co	Road Projects	Grade and Drain; Repairs to City Streets	Yes
Letcher Co	Painting and Repairing of Schools		Yes
Letcher Co	County Infirmary	Repairs to Building, Construction of Roads around Building	Yes
Letcher Co	69-38	Street Job in Lower Fleming	Yes
Letcher Co	69-23	County Road Repaired	Yes
Letcher Co	69-19	A Teacherage Painted	Yes
Letcher Co	69-25	County Road Repaired, Little Creek to Yonts Fork	Yes
Letcher Co	69-35	Old County Road Widened, Drained, and Surfaced	Yes
Letcher Co	Streets	Repairs and Construction of Streets	Yes
Letcher Co	69-41 (Community Sanitation)	Community Sanitation	No
Letcher Co	69-15 (County Infirmary)	Completion of Drainage, Fences and Improving Grounds, Driveways, Sidewalks, etc.	No
Letcher Co	69-4 (Pine Mountain Park)	Completion of Roads, Drives, Retaining Walls	No
Letcher Co	69-18 (Camp Branch Road)	1/2 Mile Grade and Drain to Get Road out of Creek	No
Letcher Co	69-26 (Hotspot to Ice Rd)	Complete a Bridge	No
Letcher Co	69-32 (Operating Rd Machinery)	Take out Slides and Dress CWA Built Roads	No
Letcher Co	69-21 (Linfork Rd)	Bridge Built, Rock Excavation, Gordon to Harlan Co Line	No
Letcher Co	69-15 (Ulvah To Dryfork Rd)	Rock Excavation to Complete 1 Mile of CWA Built Grade	No
Letcher Co	69-10 (Town of Neon)	Take out Slides, Filling the Subgrade w/ Stone	No
Letcher Co	69-6 (Town of Whitesburg)	Complete Grade Work on Streets, Retaining Walls, Patch Streets and Sidewalks, and Repair Sewer Lines	No
Letcher Co	69-1 (Town of McRoberts)	Continuation of Repairs to Streets	No
Letcher Co	69-38 (Town of Fleming)	Continuation of Repairs to Streets and Roads	No
Letcher Co	69-24 (Cumberland River Rd)	Const. of New Rd to Avoid 5 River Crossings, Build Bridges	No
Letcher Co	69-14 (Beehide and Joe's Branch Rd to Jenkins)		No
Letcher Co	69-29 (Mayking to Payne Gap Rd)		No
Letcher Co	Town of Jenkins	Improve Streets, Widening, Draining, and Surfacing	No
Magoffin Co	School Building Project	Repairing 12 "Old Type" School Buildings	No
Magoffin Co	Road Project	Grading, Draining, and Surfacing of Rural Highways	Yes
Magoffin Co	Sidewalk Project	Forms Built, Base Stone Placed	No
Magoffin Co	Street Project	Re-Flooring of Bridge, Resurfacing of Streets in Salyersville	Yes
Magoffin Co	Sanitation Project	Construction of Sanitary Toilets in Public Buildings and Private Homes	Yes
Magoffin Co	Beautifying Grounds	Filling and Landscaping Grounds around PWA Water Plant Project	Yes
Martin Co	82-1	Grade and Drain, and Reconstruction of Old Road, State Route 40, Approximately 4 Miles	No
Martin Co	82-2	Road from Buffalo Creek Ends on Tug River	Yes

Location	Name of Project	Description	Completed
Martin Co	82-3	Reconstruction of Old Road, Grade, Drain, Building of Stone Culverts, Approx. 6 Miles	No
Martin Co	82-4	Construction of Stone Wall around Court House Square	Yes
Martin Co	82-5	Reconstruction of County Road Highway 40 at Tomahawk up Rock House Creek, Approx. 4 Miles	Yes
Martin Co	82-6	Reconstruction, Grade, and Drain of Road in Wolf Creek Section of County, Approx. 3 Miles	Yes
Martin Co	Federal Community Sanitation Project	Construct Sanitary Toilets and Septic Tanks for Public and Individuals	No
McCreary Co	Courthouse St.	Grading of Street around Court House	Yes
McCreary Co	Ten Road Projects	Completion of 28 Miles of Grade and Drain Roads	Yes
McCreary Co	Whitley Co High Sch. Grounds	Construction of Basketball and Tennis Court	Yes
McCreary Co	County Courthouse and Jail	Painting	Yes
McCreary Co	Sanitation	Construction of 97 Sanitary Privies	Yes
Morgan Co	Road Projects	Reconstruction of Old County Roads, Drain, Grade, and Build Culverts	No
Morgan Co	Road Projects	Graveling and Draining Streets in West Liberty	Yes
Morgan Co	Road Projects	Draining a Portion of State Highway 28	Yes
Owsley Co	Roads	Grading, Draining, and Repairing on 11 Projects, 44 Miles	Yes
Owsley Co	Streets	Construction of Concrete Sidewalk for School; 1 Project, 1/4 Mile	Yes
Owsley Co	Co Tractor, Grader, and Air Compressor		Yes
Owsley Co	Sewing Project	Making of Garments for the Needy	Yes
Perry Co	Court house	Repairing and Painting	No
Perry Co	Road Projects	Grade and Drain	Yes
Perry Co	Schools	Construction of School in Vicco, Ky	Yes
Perry Co	Playground	Hazard School	Yes
Perry Co	Colored School	Construction of New Building	No
Perry Co	100-13	Bridge Connecting Pigeon Roost Rd to Highway	No
Perry Co	Bridges	Construction of Bridges over Streams that Cannot be Forded Certain Seasons	Yes
Pike Co	Roads	Work on Secondary Roads across the County	No
Pike Co	Gymnasium Projects	Two Begun	No
Wolfe Co	8 Road Projects	Grading and Draining on 24.5 Miles of Road	U
Wolfe Co	Sanitary Toilets	Completion of Sanitary Toilets	Yes
Wolfe Co	Courthouse Repairs	Repair Damage Done by Dynamite	Yes

Appendix Seven: Works Progress Administration Projects in East Kentucky

<i>County/Location</i>	<i>Name of Resource</i>	<i>Date of Construction</i>
Bell/ Fonde	Fonde School	1936
Bell/ Countywide	Community Sanitation Project	U*
Bell/ Pineville	Pineville City Hall/Jail	1941
Bell/ Pineville	Pineville Swimming Pool	1937
Bell/ Hutch	Hutch School	1935
Bell/ Pineville	Pineville Stadium	1936
Bell/ Balkan	Balkan School	1936
Bell/ Middlesboro	Culvert	U
Bell/ U	Bridge Abutment	U
Bell/ U	Fonde Rd	U
Bell/ U	Bell Co Flood Control	U
Bell/ Yellow Creek	Yellow Creek Drainage Work	U
Bell/ U	Little Clear Creek Rd	U
Bell/ Middlesboro	Bartlett SP Pavillion	1935
Bell/ Pineville	Pineville Jail, City Hall, Fire Stn	1938
Bell/ Middlesboro	Middlesboro Airport	1936
Bell/ U	Sewer Construction	U
Bell/ Middlesboro	Retaining Wall	U
Bell/ Middlesboro	Bartlett SP Bath House	1935
Bell/ Middlesboro	Bartlett SP Lodge	1935
Bell/ Lone Jack	Lone Jack Gym	1936
Bell/ Middlesboro	Bartlett SP Spillway	1935
Bell/ Middlesboro	Bartlett SP Footbridge	1935
Boyd/ U	Culvert	U
Boyd/ Cattlettsburg	Road	U
Boyd/ Ashland	Road	U
Boyd/ U	Sharpes Creek Road	U
Boyd/ Ashland	Rail Road Retaining Wall	U
Boyd/ U	Cannonsburg Road	U
Boyd/ Fairview	Fairview Gym	1938
Boyd/ U	Boyd Co WPA Quarry	U
Boyd/ U	Cemetery Rd	U
Boyd/ U	Daniels Fork Road	U
Boyd/ Ashland	Ashland Water Tank	1938
Boyd/ Cattlettsburg	Cattlettsburg District Office	U
Boyd/ Ashland	Ashland WPA Office	1940
Boyd/ Ashland	Central Park Pool	1935
Boyd/ Ashland	Putnam Stadium	1936
Boyd/ Cannonsburg	Cannonsburg School	1941

*U=Unknown

County/Location	Name of Resource	Date of Construction
Boyd/ Ashland	Ashland Deep Sewer	U
Boyd/ Ashland	Ashland Fish Hatchery	1936
Boyd/ Ashland	Sediment Basin	1939
Boyd/ Ashland	Ashland Public Library	1935
Boyd/ Cattlettsburg	Cattlettsburg Playground/Bleachers	1937
Breathitt/ Portsmouth	Portsmouth School	1935
Breathitt/ U	Highland Road	U
Breathitt/ Jackson	Breathitt Co WPA Warehouse	1938
Breathitt/ Stongfork	Strongfork School	U
Breathitt/ Quicksand	Quicksand Auditorium	1940
Breathitt/ Jackson	Breathitt County Jail	1938
Breathitt/ Big Rock	County School at Big Rock	1935
Breathitt/ Jackson	School Playground	1936
Breathitt/ U	Frozen Cedar Road	U
Breathitt/ Rousseau	Rousseau School	1938
Carter/ Grayson	Carter County School	1935
Carter/ U	County Quarry	U
Carter/ Olive Hill	Street	U
Carter/ U	Bridge	U
Carter/ U	County Road	U
Carter/ U	Carter City School	1939
Carter/ U	Bridge Abutment	1940
Carter/ Grayson	Carter Co WPA warehouse	U
Carter/ Grayson	Jailer's House	1935
Carter/ Hitchens	Hitchens School	1937
Carter/ Grayson	Grayson City Hall/Fire Station	1936
Carter/ Grayson	Carter Co Jail	1935
Carter/ Hitchens	Hitchens Gym	1940
Clay/ Manchester	Colored Graded School	U
Clay/ U	Burning School Road	U
Clay/ Manchester	Manchester School	1941
Clay/ Tiger Road	Bridge on Tiger Road	U
Clay/ Manchester	Manchester Warehouse	1941
Clay/ Laurel Creek	Laurel Creek School	1936
Clay/ Manchester	Clay Co Courthouse	1937
Clay/ Flat Creek	Flat Creek School	U
Clay/ Otter Creek	Otter Creek School	U
Elliott/ U	Gym and Community House	1935
Elliott/ Sandy Hook	Elliott Co WPA Warehouse	1938
Elliott/ Sandy Hook	Elliott Co Courthouse	1938
Elliott/ Sandy Hook	Sandy Hook School	1936
Elliott/ U	Road	1941

County/Location	Name of Resource	Date of Construction
Elliott/ U	Road	U
Elliott/ U	Bridge Abutment	U
Floyd/ U	Drainage Structure	1941
Floyd/ U	WPA Warehouse	U
Floyd/ U	Railroad in Floyd Co	1941
Floyd/ Cracker	Cracker School	U
Floyd/ Martin	Bridge	U
Floyd/ Prestonsburg	Prestonsburg High School/Gym	1937
Floyd/ U	Mine Sealing Project	U
Floyd/ U	Drainage Structure	U
Floyd/ Prestonsburg	Garfield Street	U
Floyd/ Prestonsburg	Retaining Wall	U
Floyd/ Water Gap	Water Gap School	U
Floyd/ McDowell	McDowell School	1936
Floyd/ County Rd	Harold Road	U
Floyd/ County Rd	Abbot Creek Road	U
Floyd/ Prestonsburg	8th Street	U
Greenup/ Raceland	Raceland Sewer	U
Greenup/ U	Whetstone Rd	U
Greenup/ Fullerton (South Shore)	Fullerton School	1937
Greenup/ Greenup	Greenup County Courthouse	1938
Greenup/U	Cheap to Advance Rd	U
Greenup/U	Wingo Creek Road	U
Greenup/U	Flatwood Rd	U
Greenup/U	Alcorn Rd	U
Greenup/ HWY 2/7 @ HWY 784	Kehoe Rd Bridge	U
Greenup/ Russell	Russell Street	U
Greenup/ Greenup	Greenup City School	1938
Harlan/ Totz	Totz School	1938
Harlan/ Harlan	Paddock St.	U
Harlan/ Harlan	Harlan Armory	1940
Harlan/ Benham	Benham Athletic Field	1939
Harlan/ Cumberland	Cumberland Sewers	U
Harlan/U	Harlan St. Retaining Wall	U
Harlan/ Cumberland	Poor Fork Creek Bridge	U
Harlan/ Verda	Verda School/Gym	1938
Harlan/ Harlan	Harlan Negro School	1937
Harlan/ Pine Mountain	Pine Mountain Quarry	1940
Harlan/ Harlan	Harlan Retaining Wall	1940
Harlan/ Brookside	Brookside School	1936
Harlan/ Harlan	Harlan County Infirmary	1938
Harlan/U	Harlan County Golf Course	1940
Harlan/ Blackstar	Blackstar School/Gym	1938

County/Location	Name of Resource	Date of Construction
Harlan/ Cumberland	Cumberland City Hall	1936
Harlan/U	Girls Recreation Center Swimming Pool	1935
Harlan/ Evarts	Evarts Water Works	1940
Harlan/ Twila	Twila School	1936
Harlan/ Kenvir	Kenvir School	1939
Harlan/ Hall	Hall Memorial Gym	1936
Jackson/U	Bridge Abutment	U
Jackson/ Grayhawk	Grayhawk School	1938
Jackson/ Tyner	Tyner Gym	1936
Jackson/U	Jackson County Quarry	1940
Jackson/U	McKee High School	U
Johnson/ Paintsville	Paintsville Sewer	U
Johnson/ Van Lear	Van Lear School	1938
Johnson/ Paintsville/Johnson Co	Numerous Unnamed Road Projects	U
Johnson/ Paintsville	WPA Warehouse/Office	1938
Johnson/ Johnson Co	State Hwy Cut in Hill (Rifle Site)	1940
Johnson/ Paintsville	Concrete Street Paving	U
Johnson/ Paintsville	Paintsville Golf Course/Clubhouse	1939
Johnson/ Paintsville	Paintsville City Hall/Jail/Fire Stn	1936
Johnson/ Meade	Meade-Memorial Gym	1935
Knott/ Carr Creek	Carr Creek School Bridge	U
Knott/ Irishman Creek	Irishman Creek Bridge	U
Knott/U	Knott Co Road construction	U
Knott/U	Hindman-Hazard Rd	U
Knott/ Pippa Passes	Caney Creek School	1935
Knott/ Sassfras	Sassafras School	1935
Knott/ Hindman	Knott County Jail	1936
Knott/ Carr Creek	Carr Creek School	1935
Knott/ Cutshin Creek	Cutshin Creek Bridge	1940
Knox/ Wilton Rd	Wilton Rd	U
Knox/ Barbourville	Barbourville City Hall/Fire Station	1935
Knox/ Barbourville	Barbourville Bridge	1941
Knox/ Grays	Pam LaRue School 334 W Cedar St	1942
Knox/ Hubbs	Hubbs School	1938
Knox/ Dr. Thomas Walker State Pk	Caretaker's House	1938
Knox/ Barbourville	Barbourville School Addition	1937
Knox/ Lynn Camp	Lynn Camp School	1935
Knox/ Manchester	Manchester Road Drainage Str	U
Knox/ Artemus	Artemus School	1935
Knox/ Jeffs Creek	Jeffs Creek School	1936
Knox/ DeWitt	DeWitt School	1935
Knox/ Flat Lick	Flat Lick Jr. High School	1935

County/Location	Name of Resource	Date of Construction
Knox/ Barbourville	Central High School Gym	1935
Knox/ U	Hammond School	1935
Knox/ U	Baker School	1935
Knox/ U	Farm to Market Rd	U
Knox/ Bull Creek	Bull Creek School	1935
Knox/ Walker Memorial Rd	Walker Memorial Rd	U
Knox/ New Bethel	New Bethel Consolidated HS/Gym	1935
Knox/ Artemus Rd	Artemus Rd	U
Laurel/ East Bernstadt	East Bernstadt School	1938
Laurel/ Hazel Green	Hazel Green School/Gym	1937
Laurel/ London	London City Hall/Fire Station	1938
Laurel/ Lily	Lily School	1938
Laurel/ London	Laurel Co WPA Warehouse	1939
Laurel/ Owsley	Owsley School	U
Laurel/ Piney Grove Rd	Piney Grove Rd	U
Laurel/ State HWY S. of London	London Sidewalks	U
Laurel/ near Corbin	Felts School	1937
Laurel/ U	Laurel Co Stone Quarry	1941
Laurel/ London	London Negro School	1939
Laurel/ near London	Levi Jackson State Park	U
Laurel/ London	London City School	1935
Lawrence/ Lowmansville	Lowmansville School	U
Lawrence/ Webville Rd	Webville Rd	U
Lawrence/ U	Lawrence Co WPA Garage/Whse	1938
Lawrence/ Blaine	Blaine School	U
Lawrence/ Clifford	Clifford School	U
Lawrence/ Louisa	Louisa Grade School	U
Lawrence/ Fallsburg	Fallsburg School	U
Lawrence/ Martha	Martha School	U
Lawrence/ Louisa	Louisa City Hall	1939
Lawrence/ Louisa	Lawrence Co Jail	1938
Lawrence/ Blaine Rd	Blaine Rd	U
Lawrence/ Meade	Meade Branch School	U
Lee/ Beattyville	Beattyville City Hall	1938
Lee/ Quarry Rd	Quarry Rd Drainage Str.	U
Lee/ Yellow Rock Rd	Yellow Rock Rd	U
Lee/ Fiver Rd	Fiver Road	U
Lee/ Andra	Andra School	1936
Lee/ Zoe	Zoe School	1936
Lee/ Beattyville	Lee Co WPA Warehouse	1938
Lee/ Beattyville	Beattyville High School Addition	1938
Leslie/ Bear Branch Rd	Bear Branch Rd Bridge	1940
Leslie/ Hyden	Leslie Co WPA Warehouse	U

County/Location	Name of Resource	Date of Construction
Leslie/ Hyden	Hyden High School	1935
Leslie/ Leslie County	County Road Work	U
Letcher/ Fish Pond	Fish Pond School	1936
Letcher/ King's Creek	King's Creek School	1936
Letcher/ Whitesburg	Letcher Co Courthouse Addition	1935
Letcher/ U	Middle Colby School	1935
Letcher/ Whitco	Whitco School	1935
Letcher/ Tolliver Town	Tolliver Town School	1938
Letcher/ McRoberts	McRoberts School	U
Letcher/ Fleming-Neon	Fleming School Addition	1937
Letcher/ Whitesburg	Whitesburg Bridge	1941
Letcher/ Little Cowan	Little Cowan School	1936
Letcher/ Pine Creek	Pine Creek School	1936
Letcher/ Doty Creek	Doty School	1936
Letcher/ Blair Branch	Blair Branch School	1936
Letcher/ Mayking	Mayking School	1936
Letcher/ Upper Cowan	Upper Cowan School	1936
Letcher/ Whitesburg	Whitesburg School Addition	1942
Letcher/ Blackey Rd/Hwy 588	Blackey Rd	U
Letcher/ Whitesburg	Whitesburg Roads	U
Letcher/ Pine Mtn.	Letcher Co Quarry	U
Letcher/ Fleming	Letcher Co Country Club	1936
Letcher/ Jenkins	Jenkins High School	1935
Letcher/	Ison Rd	U
Letcher/ Kona Rd	Kona Rd	U
Letcher/ Millstone	Millstone School	1936
Letcher/ Whitesburg	Stone Bridge Whitesburg	1939
Letcher/ Pine Mtn. Rd	Pine Mountain Rd	U
Letcher/ Ulvah/ Hwy 7	Ulvah Bridge	U
Letcher/ Roxana Rd	Roxana Rd Bridge	U
Letcher/ Jeremiah Rd	Jeremiah Rd Bridge	U
Letcher/ Whitesburg	Letcher Co WPA Warehouse	1937
Lewis/ U	Lewis Co Drainage Str/Bridge	1940
Lewis/ Concord Rd	Concord Rd	U
Lewis/ Vanceburg	Lewis Co WPA Warehouse	1940
Lewis/ U	Lewis Co Drainage Structure	1940
Lewis/ Vanceburg	Lewis County Courthouse	1938
Magoffin/ U	Retaining Wall/Drainage Structure	U
Magoffin/ Bulgar Mountain Rd	Bulgar Mountain Rd	U
Magoffin/ Mine Fork Rd	Mine Fork Rd	U
Magoffin/ 3U	Magoffin Co WPA Warehouse	1937
Magoffin/ Trace Branch Rd	Trace Branch Bridge	U
Magoffin/ Gypsy	Gypsy School	1936

County/Location	Name of Resource	Date of Construction
Magoffin/ Oakley Creek	Oakley Creek Bridge	U
Magoffin/ Croft Creek	Croft Creek School	1936
Magoffin/ Ivyton	Ivyton School	1938
Magoffin/ Swamptom	Swamptom School	1936
Martin/ Inez	Martin Co Courthouse	1938
Martin/ Inez	Inez High School/Gym	1936
Martin/ Tomahawk	Tomahawk School	1938
Martin/ Warfield	Warfield School/Gym	1941
Martin/ Inez	Martin Co WPA Warehouse/Garage	U
McCreary/ Clear Creek	Clear Creek School	U
McCreary/ Nevelsville	Nevelsville School	U
McCreary/ Marshes Siding Rd	Marshes Siding Rd	U
McCreary/ Mill Creek Rd	Mill Creek Rd	U
McCreary/ Pine Knot	Pine Knot Gym	1941
McCreary/ Parker's Lake	Parker's Lake School	1941
McCreary/ Mount Pleasant Rd	Mount Pleasant Rd	U
McCreary/ Smithtown	Smithtown School	1938
McCreary/ East Stearns Rd	East Stearns Rd	U
McCreary/ Saylersville Rd	Saylersville Rd	U
McCreary/ Silerville Rd	Silerville Rd	U
McCreary/ Mount Holly Rd	Mount Holly Rd	U
McCreary/ Beech Grove	Beech Grove School	1935
McCreary/ Whitley City	WPA Office/Whitley City	U
McCreary/ Gilreath	Gilreath School	U
McCreary/ Pine Knot	Pine Knot School	1939
McCreary/ Hays Creek Rd	Hays Creek Rd	U
McCreary/ Strunk	Strunk School	U
McCreary/ Revelo	Revelo School	1938
McCreary/ Holly Hill	Pleasant Run County School	1938
McCreary/ Nevelsville Rd	Nevelsville Road Bridge	1941
McCreary/ U	Limestone/Sandstone Quarries	1941
McCreary/ Pine Knot	Pine Knot Sidewalks/Streets	U
McCreary/ Stearns	Stearns St Retaining Wall	U
McCreary/ Stearns	Stearns Clubhouse/Pool	1935
McCreary/ Alum Creek Vicinity	Foster School	1935
McCreary/ Whitley City	Whitley City School	1937
Morgan/ West Liberty	Morgan Co Jail	1937
Morgan/ West Liberty	West Liberty HS Stadium	1935
Morgan/ West Liberty	West Liberty High School	U
Morgan/ U	Morgan Co WPA Quarry	U
Morgan/ U	Box Culvert	U
Morgan/ U	County Roads	U
Morgan/ West Liberty	West Liberty Waterworks	1939

County/Location	Name of Resource	Date of Construction
Morgan/ Lenox	Lenox School	U
Morgan/ Redwine	Redwine School	U
Morgan/ Woodsbend	Woodsbend School	U
Morgan/ Cannel City	Cannel City School/Gym	1936
Morgan/ West Liberty	Morgan Co Courthouse	U
Morgan/ Crockett	Crockett School	1936
Morgan/ Wrigley	Wrigley School	1936
Morgan/ West Liberty	Morgan Co WPA Whse/Office	1937
Owsley/ Booneville	Cow Creek Bridge	U
Perry/ Hazard	Hazard Swinging Bridge	1935
Perry/ Little Leatherwood Creek	Little Leatherwood Creek Dam	U
Perry/ U	Bridge	U
Perry/ Vicco	Vicco Gym	1938
Perry/ Combs	Combs School	U
Perry/ U	Bowlington Rd	U
Perry/ U	Dice-Rowdy Rd	U
Perry/ U	Leatherwood Rd	U
Perry/ U	Chavis Rd	U
Perry/ U	WPA Bridge/Perry Co	1940
Perry/ Hazard	Hazard Water Main	U
Perry/ Hazard	Broadway(Hazard)	U
Perry/ Ary	Ary School	1935
Perry/ Hazard	Hazard Negro School	1935
Perry/ Hazard	High St. Retaining Wall	U
Perry/ Hazard	Perry Co WPA Warehouse/Office	1937
Pike/ U	Dorton Rd	U
Pike/ Pikeville	Pikeville Suspension Bridge	1940
Pike/ U	Beaver Creek Rd	U
Pike/ U	Pike Co Retaining Wall	U
Pike/ U	Grapevine Road	U
Pike/ U	Sukey Creek Bridge	1939
Pike/ U	Box Culverts	U
Pike/ U	Pike Co Dynamite Magazine	U
Pike/ U	Varney Rd	U
Pike/ U	Big Sandy River Rd	U
Pike/ Pikeville	Pikeville Streets	U
Pike/ Pikeville	Pike Co Jail	1938
Pike/ U	Robinson Creek Bridge	U
Pike/ U	Athletic Field in Pike Co	1938
Pike/ Pikeville	Pikeville Negro School	1935
Pike/ Phelps	Phelps Gym	1936
Pike/ Pikeville	Pike Co WPA Warehouse	1938
Pike/ Dorton	Dorton Gym	1938

County/Location	Name of Resource	Date of Construction
Pike/U	Pike Co Drainage Structure	1941
Pike/ Belfry	Belfry School	1937
Pike/ Pikeville	Pikeville Incinerator	1938
Pike/ Dorton	Dorton School	U
Pike/U	Breeding Pool/State Fish Hatchery	1936
Pike/ Shelbana	Shelbana School	1935
Pike/U	Caretaker's House/Fish Hatchery	1936
Whitley/U	Mud Creek Quarry	U
Whitley/U	Clear Fork Rd	U
Whitley/U	Gatliff Rd	U
Whitley/U	Jelico Rd Culvert	U
Whitley/ Cumbeland Falls SP	Dupont Lodge	1940
Whitley/U	Whitley Co Dynamite Magazine	U
Whitley/ Rockhold	Rockhold School	1940
Whitley/ Corbin	Corbin St. and Curb	U
Whitley/ Savoy	Savoy School	U
Whitley/ Williamsburg	Williamsburg Armory	1941
Whitley/ Woodbine	Woodbine School/Gym	1936
Whitley/U	Jack's Fork Bridge	U
Whitley/ Williamsburg	Whitley Co WPA Warehouse	1938
Whitley/ Corbin	Corbin High School Gym	1938
Whitley/ Corbin	Corbin Stadium Grand Stand	1940
Whitley/ Pleasant View	Pleasant View School	1938
Whitley/ Williamsburg	Williamsburg Co Jail	1936
Whitley/ Williamsburg	Williamsburg Gym	1936
Whitley/ Corbin	Corbin Sewers	1940
Whitley/U	Unnamed Whitley Co School	U
Wolfe/U	Wolfe Co Dynamite Magazine	U
Wolfe/U	Big Andy Rd	U
Wolfe/U	Lacey Creek Road	U
Wolfe/ Campton	Campton High School	1938
Wolfe/U	Lee City Rd	U
Wolfe/U	Holly Rd	U
Wolfe/ Hazel Green	Hazel Green School	1935
Wolfe/ Campton	Campton Pedestrian Bridge	U

Source: Goodman-Paxton Collection, University of Kentucky.